Bonhams is proud to return for the 11th year as the official auction for the Greenwich Concours d’Elegance. Please join us in the Southeast corner of the Concours field for the preview on Saturday and the auction on Sunday.

Highlights include treasures from the personal collection of Carroll Shelby, one of 39 left-hand drive Aston Martin DB5 Convertibles, a 1954 Cunningham C-3 Coupe, a 1958 Mercedes-Benz 300SL and many other stellar motorcars from before WWII to supercars of the modern era—numerous of which will be offered without reserve.

The Greenwich Concours d’Elegance supports the work of Americares, not only by raising awareness, but by raising funds through our event. Please visit the Americares tent on the concours field to learn more about this incredible charity and to bid on the fabulous items in the silent auction. There are also charity lots in the Bonhams auction to benefit Americares. You can also have your child’s photo taken in the Americares Ferrari for a $5 donation.

Americares in 2017:
• Distributed an incredible $824 MILLION in medicine and medical supplies.
• Provided 25 million prescriptions for people in need.
• Delivered hundreds of millions of dollars worth of supplies from bed sheets to sterile syringes.

www.americares.org

Program cover artwork features the 1952 Cunningham C-4R Roadster belonging to the Simeone Foundation Automotive Museum. Artwork by Debra Lill of Debra Lill Studio, from a photograph by Bryan McCarthy of Bearded Mug Media.
May 3, 2018

The Wennstrom Family
P.O. Box 638
Greenwich, CT 06830

Dear Wennstrom Family:

Congratulations on the Twenty-Third Annual Greenwich Concours d’Elegance. “A Festival of Speed and Style,” with its assemblage of superb automobiles and motorcycles, this should make for a most enjoyable weekend. It will also help AmeriCares carry out its international relief work.

Welcome to all the museums and collectors from around the country who are visiting us in Greenwich for this celebration of the automobile. I am happy that the 2018 event will feature the cars of Briggs Cunningham and John Fitch, two automotive greats who called Connecticut home.

On behalf of the Town of Greenwich, I congratulate you on your initiative, and send my best wishes for an exciting show.

Sincerely,

Peter J. Tesei
First Selectman
Putting health first

Americares saves lives and improves health for people affected by poverty or disaster so they can reach their full potential.

June 1, 2018

The Wannenstrom Family
Greenwich Concours d’Elegance
PO Box 838
Greenwich, CT

Dear Wannenstrom Family:

Americares is pleased to once again be the charity of choice for the Greenwich Concours d’Elegance. Your steadfast support helps us meet the health needs of people affected by poverty or disaster in all 50 U.S. states and more than 90 countries each year.

For 23 years, the Greenwich Concours d’Elegance has featured the most magnificent classic American and European automobiles. And for just as many years, the proceeds have supported Americares health programs that help families in crisis, including those here in Connecticut, where we operate four free clinics for the low-income uninsured.

Your Concours is not only one of the finest and most celebrated in the country, but it goes the extra mile to support our neighbors in need. On behalf of Americares, I would like to thank you for your unwavering commitment to saving lives and improving health.

With heartfelt gratitude,

Michael J. Nye
President and CEO

Emergency Programs
Americares responds to an average of 30 natural disasters and humanitarian crises worldwide each year.

Access to Medicine and Medical Supplies
To improve health for patients and communities, Americares increases access to quality medicine and supplies for partner hospitals.

Clinical Services
Americares supports and provides quality clinical services at Americares-run clinics and those of our partners to meet the most critical needs of the communities they serve.

Community Health
To reduce preventable illness, Americares supports, designs and implements disease prevention and health education efforts that link to treatment services at community clinics and hospitals.

Learn more about our work at americares.org
April 16, 2018

Mrs. Mary Wennenstrom
Greenwich Concours d’Elegance
P.O. Box 838
Greenwich, CT 06830

Dear Mrs. Wennenstrom:

On behalf of the Department of Parks and Recreation and the Town of Greenwich, I am happy to welcome the Concours d’Elegance to Roger Sherman Baldwin Park for its 29th Anniversary!

Concours d’Elegance is acclaimed as one of the top ranked shows of its type in the country and one that the people of Greenwich anxiously await each year.

I applaud you and your family on your initiative and timeless efforts to produce this show, along with your support and generosity to the relief organization, Americare.

I extend my best wishes for this extraordinary program for 2018.

Sincerely,

Joseph A. Siciliano
Director, Parks and Recreation
A Few Words from the Chairman

It was about a year ago that Chuck Schoendorf asked if he and Tom Cotter could do a Cunningham Reunion at the 2018 Greenwich Concours. Little did I know the adventure I was about to embark on, and how much fun it would be.

The first leg of the journey was driving to and from the Simeone Foundation Automotive Museum in Philadelphia with Chuck and our photographer, Bryan McCarthy, to photograph Fred Simeone’s C-4R roadster. Let me tell you, if you spend 6 hours in a car with Chuck Schoendorf, you’re going to learn a LOT about Briggs Cunningham!

Fred Simeone, himself, drove the car for us wearing Briggs’ helmet, pictured on right. The C-4R looked and sounded awesome! The photo shoot was followed by a tour of the museum and its library with Fred. What a treat!

One thing we discussed while at the museum was the Grand Marshall. Fred had said to me earlier, if you’re going to celebrate Briggs Cunningham, then Miles Collier should be your Grand Marshall. Miles Collier is the founder and benefactor of The Revs Institute in Naples, FL. I had visited Revs back in January of 2017 and remember entering the room with all of the Cunninghams. I knew that Cunninghams were very rare cars, but Revs had a room full of them—amazing!

There was a long family history between Briggs Cunningham and the Colliers, and Briggs’ personal collection resides at Revs. Yes, Miles Collier would be the perfect Grand Marshal for a concours d’elegance celebrating Briggs Cunningham. And with the help of the wonderful Scott George (who manages the collection and is the Vice President of Revs), Mr. Collier accepted our invitation to be the 2018 Grand Marshall.

Back in 1952, Briggs Cunningham donated his personal schooner, Brilliant, to the Mystic Seaport fleet to teach young people the art of seamanship. Charles Mallory, who is on the Greenwich Concours Board as well as the Mystic Seaport Museum Board, arranged for Brilliant to come to Greenwich and offer sails to the Cunningham owners. This made the invitation to come to the reunion even more special.

As things progressed, Chuck and Tom had 18 of the 25 Vignale bodied C-3s committed to come to the concours. Then we were at 19, then 20, then 21. We were using the wide network that exists in the car collector community to find each car and its owner. The final three were a bit tricky, but with the help of so many, all 25 committed to show their cars at Greenwich.

We also reached out to find Cunningham built race cars and the team cars. We were getting close to 40 cars! As Chuck puts it—never have so many Cunningham cars been in one place at one time, including the factory!

We also had Briggs’ relatives, children of his drivers and many other people that admired the man and the marque reaching out to say they would be joining us. Just a few weeks before the concours, we were told that Columbia, the America’s Cup yacht that Briggs skippered to a victory back in 1958, would be at the Delamar docks for the weekend.

Because of the historic significance of the reunion, The Revs Institute decided to send all of their Cunningham built cars to the concours, except for the C-4RK. The C-4RK, pictured on left, is a true museum piece that does not leave Revs. So, I would say to everyone, go and visit The Revs Institute and see the crown jewel C-4RK, and then you will have seen all of the cars of Briggs Cunningham!

What an honor it is to host this celebration, and to have Miles Collier as our Grand Marshal. What fun it has been working with Chuck Schoendorf, Tom Cotter, Rich Taylor and Charles Mallory on this reunion.

I owe a big thank you to our Board Members who take my phone calls and answer my emails at all hours of the day and night. What would I ever do without you! Kent Bain, Rupert Banner, Michael J. Jones, Buzz Kanter, Charles Mallory, Eric Minoff, Mike Odierna and Rich Taylor.

A big thank you also to Bill Warner, Chuck Schoendorf, Tom Cotter, Wayne Carini, Ken Gross, Brian Beni, Judy Stropos and Paul Sales for all of their wisdom and guidance in putting together the event this year.

Leif, Christa, Bria and I are truly blessed to have so many incredible people in our lives and to carry on the tradition of the Greenwich Concours d’Elegance that was started by Bruce and Genia back in 1996.

Mary Wennerstrom, Event Chairman

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SCHEDULE OF EVENTS

FRIDAY, JUNE 1ST
- 9:30 – 4:00 Greenwich Concours Grand Tour by Vintage Rallies
- 5:00 – 6:30 Bonhams Cocktail Party and Auction Preview for Concours participants & VIP ticket holders
- 7:30 – 9:00 Cunningham Panel at the Greenwich International Film Festival with Miles Collier, Dr. Fred Simeone, Tom Cotter, Rich Taylor and Chuck Schoendorf

SATURDAY, JUNE 2ND – American Cars with special displays of the Cars of Briggs Cunningham, Cars of John Fitch and Competition Motorcycles
- 8:00 – Early admission for VIP ticket holders
- 8:00 – Breakfast for Concours participants & VIP ticket holders
- 9:30 – Judging begins
- 10:00 – Show opens to the public
- 10:00 – 4:00 Test-drives by various manufacturers
- 10:00 – 4:00 Silent Auction in the Americares tent
- 11:30 – Cunningham Presentation by Wayne Carini and Ken Gross
- 12:00 – Lunch for Concours participants and VIP ticket holders
- 1:00 – 3:00 David Hobbs book signing in the Road & Track tent
- 1:00 – Hagerty Youth Judging, sign up in the Americares tent
- 2:30 – Awards Ceremony
- 4:00 – Show ends
- 7:00 – Greenwich Concours Gala at the Delamar Hotel

SUNDAY, JUNE 3RD – Foreign Cars with special displays of the Cars of Briggs Cunningham, Jaguar SS Cars and Competition Motorcycles
- 8:00 – Early admission for VIP ticket holders
- 8:00 – Breakfast for Concours participants & VIP ticket holders
- 9:30 – Judging begins
- 10:00 – Show opens to the public
- 10:00 – 4:00 Test-drives by various manufacturers
- 10:00 – 4:00 Silent Auction in the Americares tent
- 11:30 – Cunningham Presentation by Wayne Carini and Ken Gross
- 12:00 – Bonhams Auction begins
- 12:00 – Lunch for Concours participants and VIP ticket holders
- 1:00 – 3:00 David Hobbs book signing in the Road & Track tent
- 1:00 – Hagerty Youth Judging, sign up in the Americares tent
- 2:30 – Awards Ceremony
- 4:00 – Show ends
BEST IN SHOW
1935 Packard Dietrich Dual-Cowl Phaeton of Al and Sandra San Clemente

PEOPLE’S CHOICE
1931 Cadillac 452A All-Weather Phantom of Charles B. Gillet

THE FOUNDER’S AWARD presented by Americares
1948 Tucker by Ida Automotive of Robert W. Kevishes

CHAIRMAN’S CHOICE
1956 Chrysler New Yorker Convertible of Gene & Marlene Epstein

GRAND MARSHAL’S AWARD
1971 Ferrari 365 GTB/4 Daytona of the Bruce McCaw Collection

CHIEF JUDGE’S AWARD
1963 T-Bird Tango Rick Dore Kustom of Don & Flo Makofske

HONORARY CHIEF JUDGE’S AWARD
1950 Mercury Custom of The Marano Collection

MOST OUTSTANDING CADILLAC presented by Cadillac
1911 Cadillac Model 30 Demi-Tonneau of Michael and Karen Tomko

MOST OUTSTANDING LINCOLN presented by The Lincoln Motor Company
1932 Lincoln KB Convertible Roadster of Raymond Theriault

CHASING CLASSIC CARS AWARD
1934 Chrysler Airflow Imperial of David & Lisa Helmer

HAGERTY YOUTH JUDGING AWARD
1968 Chevrolet Corvette Coupe of GT Motorcars LLC

THE JOURNALISTS’ AWARD
1935 Ford Deluxe Three Window Coupe of Peter Martin

BEST COMBINATION OF CAR AND COSTUME – THE GENIA WENNERSTROM AWARD
1960 Edsel Ranger of Mark & Karen Milosky

EDWARD HERRMANN AWARD
1941 Packard 1903 Convertible of Scott Barnard

BROCK YATES AWARD
1951 Hudson Hornet of Thomas and Kristin Zarrella

HVA AWARD
1924 Ford Model T Roadster of Ed Iskenderian

VINTAGE RALLIES AWARD
1952 Cunningham C-3 Coupe of Charles Schwender

MOST ELEGANT CAR – PRE-WAR
1935 Studebaker Commander of George and Valerie Vassos

MOST ELEGANT CAR – POST-WAR
1953 Buick Roadmaster Wagon of Christian Trefz

MOST OUTSTANDING COMPETITION CAR
1959 Chevrolet Corvette Convertible of Philip Schwartz

AMERICAN CLASSIC – BEST IN CLASS
1935 Packard 3006 8-12 Cabriolet DeVille of Robert D. Briglia
1934 Buick 98C Convertible Sedan of The Bulgari Collection
1935 Packard Dietrich Dual-Cowl Phantom of Al and Sandra San Clemente

AMERICAN CLASSIC – BEST IN CLASS presented by TESLA
1941 Packard 360 Deluxe Convertible of Jack Conoly

AMERICAN POST-WAR – BEST IN CLASS
1947 Cadillac Series 62 of Richard & Dolores Bonati
1947 Chrysler Town & Country Sedan of Paul Storch
1956 Packard Caribbean Coupe of John & Maureen Walker
1961 Buick Invicta Two-Door Hardtop of Eric Stoldt

AMERICAN POST-WAR – AWARD OF TIMELESS ELEGANCE
1956 Studebaker Golden Hawk of Mark James
1959 Ford Fairlane Skyliner of Frank Doner

AMERICAN SPORTS CAR – BEST IN CLASS
1966 Chevrolet Corvette Convertible of Frank Chicherchia

MUSCLE CAR – BEST IN CLASS presented by Hilkema Auto Restorations
1968 Chevrolet Yenko Camaro of George & Carol Edwards

MUSCLE CAR – BEST IN CLASS presented by Evans Waterless Coolants
1968 Dodge Dart GTS of Paul Ernst

MUSCLE CAR – AWARD OF SPEED & STYLE presented by Carrington Charitable Foundation
1969 Ford Mustang Boss 302 Fastback of Michael Smith

HOT ROD – BEST IN CLASS
1932 Ford Model B Roadster of Ron San Giovanni
1934 Ford Model 40 Roadster of Matthew Picasso

HOT ROD – AWARD OF SPEED & STYLE presented by Intercity Lines
1932 V8 Roadster of Wayne Carson

CUSTOM CAR – BEST IN CLASS
1940 Mercury Sport by Ida Automotive of Jack & Carolyn Kiey

SUPERCAR – BEST IN CLASS presented by duPont Registry
1983 Lamborghini Countach of Bob Daddino
2006 Ferrari P4/5 Coupe of James M. Glickenhaus
2015 Ferrari LaFerrari of a Private Collector

MOTORCYCLE – BEST IN CLASS
1918 Harley-Davidson J of Paul Ousey
1947 Harley-Davidson WFL of Roland Houde

CHILDREN’S CAR – BEST IN CLASS
1938 Mercury Big M Jr of Jim & Sandy Sinkowski

2017 GREENWICH CONCOURS AMERICANA WINNERS:
**BEST IN SHOW**
1938 Bugatti Type 57C: Matelote of a Private Collector

**PEOPLE’S CHOICE**
1937 Delahaye 135M Competition Short Wheel Base Roadster of Myron Schuster

**THE FOUNDER’S AWARD**
1987 Ghia 150 SS Convertible of Michael Schadoff

**CHAIRMAN’S CHOICE**
1960 Bentley Continental Convertible of Fred & Dan Kanter

**GRAND MARSHAL’S AWARD**
1992 Jaguar C-Type Race Car of Drake Darrin

**CHIEF JUDGE’S AWARD**
1932 Bugatti Type 49 Roadster of John Cersi

**MOST ELEGANT MOTORCAR**
1950官方网站-13.jpg

**MOST OUTSTANDING BMW** presented by BMW of North America
1957 BMW 503 Coupe of Zachary Schulman

**MOST OUTSTANDING JAGUAR** presented by Jaguar Land Rover Darien
1954 Jaguar XK120 Fixed Head Coupé of Todd D. Reiss

**MOST OUTSTANDING LAMBORGHINI** presented by Miller Motorcars
1957 BMW 503 Coupe of Zachary Schulman
1950 Aston Martin DB4GT ZAGATO of David M. Frey
1951 Mercedes-Benz 300SL Roadster of Robert Graham
1957 BMW 503 Coupe of Zachary Schulman

**MOST ELEGANT MOTORCAR**
1954 Jaguar XK120 Fixed Head Coupé of Todd D. Reiss

**THE JOURNALISTS’ AWARD**
1955 Jaguar XK120 Fixed Head Coupé of Kent & Melissa Hussey

**BEST FOR THE MILLE Miglia**
1954 Jaguar XK120 Fixed Head Coupé of Todd D. Reiss

**THE JOURNALISTS’ AWARD**
1925 Bugatti Type 35C Skilled Torpedo Type Vizcaya of Peter Charlap

**SPRIT OF THE HOBBY AWARD**
1948 Velocette KTT of Randy Hoffman

**BEST CAR FOR THE MILLE Miglia**
1937 MG L Boattail Roadster of Michael Graham

**THE MALCOLM PRAY AWARD**
1948 Velocette KTT of Randy Hoffman

**THE FOUNDER’S AWARD**
1953 Bentley R-Type Saloon of Frank Giarratana

**BEST IN SHOW**
1973 Citroen SM 3.0 of Seth Neubardt

**LIME ROCK HISTORICS**
1961 Jaguar XK150 Fixed Head Coupé of Glenn W. Simon

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Learn more about our work at americares.org

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Leif, Mary & Christa Wennerstrom  
In Memory of Fred R. Williamson III and Fred R. Williamson  
Jim and Susan Wulf
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<td>Ferrari 330 GT 2+2 T.J. Goyder &amp; Abra Levine</td>
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<tr>
<td>1966</td>
<td>Fitch Phoenix Charles Mallory</td>
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<tr>
<td>1966</td>
<td>Glas 1300 GT Cabriolet Axel Goebl</td>
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<tr>
<td>1966</td>
<td>Honda Benly Touring Motorcycle Barbara &amp; Roland Houde</td>
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<tr>
<td>1966</td>
<td>Lotus Elan S2 Kenny and Dee Mance</td>
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<td>1966</td>
<td>Maserati Mistral Blake Stevenson</td>
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<tr>
<td>1966</td>
<td>MotoBike Zarzars 250cc Grand Prix Roadracer Motorcycle Buzz Kanter</td>
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<tr>
<td>1966</td>
<td>Oldsmobile Toronado Fitch Phantom Kevin M. Fear</td>
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<tr>
<td>1966</td>
<td>Shelby GT350 Coupe Richard A. Kresch M.D.</td>
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<tr>
<td>1967</td>
<td>Aston Martin DB6 Coupe Rick Phillips</td>
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<td>1967</td>
<td>Buick Riviera Gran Sport Col. Andy Sturt (USMC Ret)</td>
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<td>1967</td>
<td>BMW R60/2 Motorcycle Stephen Bauer</td>
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<tr>
<td>1967</td>
<td>BMW R69S (ISDT 1961 Replica) Motorcycle Buzz Kanter</td>
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<tr>
<td>1967</td>
<td>Chevrolet Corvette Coupe Mark Joseph</td>
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<tr>
<td>Year</td>
<td>Entry and Owner</td>
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<td>----------------</td>
</tr>
<tr>
<td>1967</td>
<td>Chevrolet El Camino Jane Ann Schrantz</td>
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<tr>
<td>1967</td>
<td>Ferrari 330 GTS Spider Jeffrey Camps</td>
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<tr>
<td>1967</td>
<td>Lamborghini 400 GT 2+2 Arthur Minareto</td>
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<td>1967</td>
<td>Mazda Cosmo Sport Lew Bednarczuk</td>
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<tr>
<td>1967</td>
<td>Shelby GT350 Fastback Karl Eisleben</td>
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<tr>
<td>1968</td>
<td>Chevrolet Corvette L88 Convertible George Hadley/Fabulous Restorations, Inc.</td>
</tr>
<tr>
<td>1968</td>
<td>Chevrolet Corvette L88 Convertible Philip Schwartz</td>
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<tr>
<td>1968</td>
<td>Corvair Corsa Fitch Sprint Charles Mallory</td>
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<tr>
<td>1968</td>
<td>Dodge Coronet Anthony Chowcchia</td>
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<tr>
<td>1968</td>
<td>Ford GT40 MkII Gary and Kathy Bartlett</td>
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<tr>
<td>1968</td>
<td>Porsche 912 Carl Gustav Magnusson</td>
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<tr>
<td>1969</td>
<td>Chevrolet COPO Chevelle David Frendel</td>
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<tr>
<td>1969</td>
<td>Mirage M2 Gary Kachadurian</td>
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<tr>
<td>1969</td>
<td>Oldsmobile Hurst Olds Mike and Michelle Dvorzilidob</td>
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<tr>
<td>1969</td>
<td>Plymouth Road Runner John Antonelli</td>
</tr>
<tr>
<td>1970</td>
<td>American Motors AMX Tony Lucas</td>
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<tr>
<td>1970</td>
<td>Chevrolet SS Nova Les Felton</td>
</tr>
<tr>
<td>1970</td>
<td>Dodge Challenger T/A Steven Bussich</td>
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<tr>
<td>1970</td>
<td>Maserati Ghibli Spyder Rick Phillips</td>
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<td>1970</td>
<td>Triumph Tiger Motorcycle Ty Haynes</td>
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<tr>
<td>1971</td>
<td>Buick GSX Kenneth Lisk</td>
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<td>1971</td>
<td>OSSA Pioneer Motorcycle Billy Bythe</td>
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<tr>
<td>1972</td>
<td>Ferrari 365 GT/B4 Daytona Glenn Simon</td>
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(Continued!)
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<tr>
<th>Year</th>
<th>Entry and Owner</th>
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<tbody>
<tr>
<td>1995</td>
<td>BMW 850 CSi</td>
</tr>
<tr>
<td></td>
<td>Vinnie &amp; Julia Baksh</td>
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<tr>
<td>1995</td>
<td>Porsche 993 RS Clubsport</td>
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<tr>
<td></td>
<td>Douglas S. Brown &amp; Susan J. Sciotto-Brown</td>
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<tr>
<td>1997</td>
<td>Cunningham C-4RC (Continuation) Roadster</td>
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<tr>
<td></td>
<td>Larry and Jan Pfitzenmaier</td>
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<tr>
<td>1999</td>
<td>Ducati 996 Motorcycle</td>
</tr>
<tr>
<td></td>
<td>James Mansour</td>
</tr>
<tr>
<td>2002</td>
<td>Acura NSX-T Targa</td>
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<tr>
<td></td>
<td>Nancy and Roger Matles</td>
</tr>
<tr>
<td>2002</td>
<td>BMW Z8 Roadster</td>
</tr>
<tr>
<td></td>
<td>Sharon Siegel</td>
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<tr>
<td>2004</td>
<td>Cunningham C4R (Continuation) Race Car</td>
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<tr>
<td></td>
<td>Peter Hosmer</td>
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<tr>
<td>2007</td>
<td>Kawasaki ER6 Motorcycle</td>
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<tr>
<td></td>
<td>Billy Blythe</td>
</tr>
<tr>
<td>2018</td>
<td>Bugatti Chiron</td>
</tr>
<tr>
<td></td>
<td>Anonymous</td>
</tr>
<tr>
<td>2018</td>
<td>Ford GT</td>
</tr>
<tr>
<td></td>
<td>Fred Donner</td>
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<tr>
<td>2018</td>
<td>Pagani Huayra Roadster</td>
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<tr>
<td></td>
<td>Anonymous</td>
</tr>
<tr>
<td>2018</td>
<td>SCG 003S</td>
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<tr>
<td></td>
<td>MJV Cars, LLC</td>
</tr>
</tbody>
</table>

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America's Cup Winner 1958 Helmed by Briggs Cunningham

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www.SimeoneMuseum.org
**GREENWICH CONCOURS D’ÉLÉGANCE CLASSES**

**Saturday Concours Americana:**
- Honored Marque – Cars of Briggs Cunningham
- Featured Class – Cars of John Fitch
- Featured Class – Competition Motorcycles
  - Antique 1900 – 1919
  - Roaring Twenties
  - Classic
  - Post-war
  - Unrestored Preservation
  - Competition
  - Muscle/Performance
    - Sports
    - Hot Rod
    - Custom
    - Supercar
    - Motorcycle

**Sunday Concours International:**
- Honored Marque – Cars of Briggs Cunningham
- Featured Class – Jaguar SS Cars
- Featured Class – Competition Motorcycles
  - Pre-war
  - Unrestored Preservation
  - English Sports
  - English Touring/Saloon
  - German Sports/Touring
  - Italian Sports/Touring
  - Ferrari
  - French
  - International
  - Special Interest
  - Competition
  - Supercar
  - Motorcycle

Classes may be consolidated, expanded or revised as deemed appropriate by the Chief Judge.

---

**Concours Judging Rules**

1. To avoid ties, there will be three judges per team.
2. Each team will be assigned approximately 10 cars to judge.
3. Judging will be based on the visual impact of a car on a judge, known as French Rules; judging will not be based on a traditional points system.
4. Each team of judges will compare notes and arrive at their collective choices for 1st, 2nd, and 3rd place cars for each category they are judging.
Miles Collier believes in building lasting cultural legacies that can be interpreted and used to inform next generations. Whether in automobiles, art, education, business affairs or the environment, he applies intellectual curiosity, business sagacity and inspired vision to nurture cultural resources for the future. He is the founder and benefactor of The Revs Institute. This working museum is devoted to the celebration and study of the automobile as the most significant and transformative object of the 20th Century. His cultural research initiative, Leaving Legacies: Masters to Millennials is addressing the challenge of bequeathing the skills and knowledge of automobile technology, design and utility to future generations. With his wife, Parker, he is developing a range of self-reliant, entrepreneurial ventures which will preserve and share cultural understanding, Passionate about education, he has championed Eckerd College, Florida, transforming it from a struggling Liberal Arts school into a jewel among America’s private colleges.

CHIEF JUDGE
Ken Gross

Ken is an award-winning automotive journalist, and he has contributed to almost every car magazine you’ve ever enjoyed reading. He was the Executive Director of the Petersen Automotive Museum. Ken has written 22 automotive books and he’s been a Chief Class Judge for 28 years at the Pebble Beach Concours d’Elegance; he also serves on their Selection Committee. He’s judged numerous concours events nationwide, from Amelia Island to Rodeo Drive. Ken has been the guest curator for critically-acclaimed automotive exhibitions in 12 fine art museums from Atlanta to Portland, attracting over 1 million visitors.

CHIEF MOTORCYCLE JUDGE
Buz Kanter

Buz is a long time classic motorcycle enthusiast, collector, restorer, racer and businessman. He has published a number of motorcycle magazines over the years including American Iron Magazine, the best selling motorcycle magazine on newsstands. When not working on his motorcycle publishing business, Buz still races and shows motorcycles and judges at many events nationwide.

HONORARY CHIEF JUDGE
Dr. Paul Sable

Paul is a university professor and automotive historian, collector, and overall car enthusiast. He has been a head judge or class judge at almost every concours in the US. He collects hybrid cars of the 50s, is an expert on Ghia cars and early concept cars, and is presently conducting research on home built cars of the 50s. Paul has been a judge at Greenwich Concours every year since it began. 2015 marked Paul’s retirement as Chief Judge after more than 15 years.

ASSISTANT CHIEF JUDGE
David Cooper

David founded Cooper Technica, Inc. in 1989, a restoration company specializing in high-end French and Italian cars from the 1930s and 1940s. David personally oversees all aspects of research, analysis, restoration and assembly in his two studios in Bristol, Wisconsin and Lyon, France. He is a published automotive historian and writer, and judges at Concours d’Elegance around the world.

Wayne Carini

Wayne is the host of the hit cable TV show, Chasing Classic Cars, on Discovery’s Velocity Channel. A Connecticut resident, Wayne’s passion for cars started when he was a child, working alongside his father. His F40 Motorsports provides sales and services to car collectors nationwide, while his Carini Carrozzeria does expert repair and restoration on all types of cars.

Star & Emma Herrmann

Star and Ed Herrmann were a perfect match. Having been exposed to Chevys by her brothers at a young age, Star has always had a passion for cars. She and Ed enjoyed attending car shows and participating on vintage cars all around the country. They both appreciated the cars both as art and for their historical significance. Star has a vast collection of mascots that she found on their many car adventures. Their daughter, Emma, grew up with cars and loved spending time in the rumble-seat of her dad’s Packard. Emma is a recent graduate of New York University’s Tisch School of the Arts having majored in Film and TV production. Star continues her acting career.

David Hobbs

A successful race car driver, David began his career racing a Lotus Elite which featured his father’s design for an automatic transmission. Over the years he has raced successfully in F5000, Indy Car, Formula 1, NASCAR, Trans-Am (Champion), Can-Am and the World’s Manufacturing Championship. His long awaited autobiography, Hobbs: Motor Racer, Motor Mouth was published earlier this year.

Dr. Fred Simeone

Dr. Frederick A. Simeone is a neurosurgeon with a passion for automobiles. Throughout his career he pursued his fascination for historical automobiles and curated a collection of significant sports cars, which he donated to a charitable foundation that hopes to perpetuate the historic integrity of the collection and its educational mission. The Simeone Foundation Automotive Museum, which opened in 2008, has received more international awards than any other automotive museum. The Simeone Museum is different from other collections in that the cars are used to tell a story—that competition improves the breed.

Bill Warner

Bill is a veteran of 40 continuous years of racing, a member of the Road Racing Driver’s Club, a recipient of the Bob Akin Award for Sportmanship and the Meijer’s Person of the Year, 2002. He is a veteran of one Cannonball Sea to Shining Sea Memorial Trophy Dash, one Cannonball One Lap of America, one Great American race, and two Mille Miglias. Bill is also the Founder and Chairman of The Amelia Island Concours d’Elegance.

Pamela & Brock Yates

Pamela and Brock Yates were partners in everything. To honor Brock, Pamela continues his work. Brock’s book, Enzo, will be made into a movie by director, Michael Mann, starring Hugh Jackman in the title role, with Pamela as one of the producers. She has also sold the rights to Brock’s Cannonball to Warner Brothers, so stay tuned for another adventure! Both of Brock’s books will be re-released with the movies.

MASTER OF CEREMONIES
Larry Printz

Larry is an internationally syndicated automotive journalist with Tribune Media and former Editor-In-Chief, Automotive, at Dealer.com. For nearly three decades he has worked as an automotive journalist for ABC-TV, Fox Business News, Gannett Broadcasting, Los Angeles Times-Washington Post Syndicate, Belo, Knight-Ridder Tribune, and Cars.com.
Kent Bain

Kent and the skilled staff of the companies he founded in 1978, Automotive Restorations Inc. & Vintage Racing Services Inc., have played a vital role in supporting the concours weekend for many years, staffing the event to ensure it all works well. Kent is an enthusiast of all things automotive and a long time active, and often awarded, vintage racer. He owns, drives, races and enjoys great cars and the fun they provide. Kent brings an industrial design background and 35 years of award winning professional restoration experience to his role at the Concours.

Jim Bardia

Jim is a national record holding drag racer, former rally car driver, automotive and renewable energy patent holder, fabricator of race car specialty vehicles, custom converters and limousines. His entrepreneurial pursuit is the mass production of wind turbines, and his passion is collecting competition cars and motorcycles.

Don Breslauer

Don began his competition and restoration career at age 14 at Group 44 in Northern Virginia. At 17 he was hired by Milestone Racing in Wilton, Connecticut to fabricate and maintain Tony Adamowicz’s Trans Am Championship Porsche and then Tony's series winning Gurney Eagle. In 1980 Don moved to Salisbury, CT. Don's craftsmanship, creative engineering, and detailed restoration knowledge earned him a solid reputation in his chosen field.

Moray Callum

Moray Callum is Vice President, Design for Ford Motor Company. A graduate of Napier University in Edinburgh, he holds a master's degree in transportation design from the Royal College of Art in London. Prior to joining Ford in the U.S., Moray was head of Mazda’s worldwide design. Previous assignments have been with design groups at Chrysler Corp, UK, Ghia and Peugeot-Citroen PSA.

John Connelly

John has been a race car driver for over 30 years, SCCA Formula Atlantic champion, USCA GT, Firehawk, and Rolex Series driver. He is a collector and restorer, and has used his 1973 Jaguar E-Type as his everyday NYC car for over 44 years. Briggs Cunningham was a personal friend of his Dad, and Briggs' long-time mechanic and engineer, Alfred Monroe, was John's godfather. He is also a multi-engine, high performance pilot.

Tom Cotter

Tom is a writer, author, collector, racer and the host of Hagerty's Barn Ford Hunter series on YouTube. He is also an RBDC member, an Advisory Board member of McPherson College Auto Restoration program, and a Cunningham owner. Tom, along with Chuck Schoendorf, organized the Cunningham Reunion at the Concours this year.

Sandy Cotterman

Sandy is a passionate motorsports enthusiast and certified Jaguar Club of North America judge. She judges for two Jaguar Club concours, a long list of Concours d'Elegance around the nation, and both the British Invasion-Show, VT and British Motororsports Festival-Bristol, RI. Sandy shares her motorsports adventures under the bi-line, "Sandy on Assignment" for MMR (Motorsports Marketing Resources).

Chris David

Chris has been a car enthusiast from an early age. He works at Vintage Motorcar Enterprises and has many years experience in concours events across the country. Chris performs data analysis and results interpretation for the show here at Greenwich.

Dennis David

Dennis is an automotive journalist with 25 years of experience in appraising, concours judging, and writing on all aspects of the collector car market. He has authored five books on automobiles, tractors, and antique toys. He is a member of the Society of Automotive Historians and sits on the Carl Benz Award committee.

Christopher DeMarey

Christopher DeMarey is a second-generation old car aficionado. In 2008, at age 16, he will mark nine years of judging at Greenwich. Chris is active with the Classic Car Club of America and the Bentley Drivers Club. He is a regular contributor to CCCA publications. Chris maintains an active blog about cars.

Jeff DeMarey

Jeff started restoring cars while a high school student and went on to own many classic era cars. Today he is the owner of a specialty insurance agency for collector vehicles. Jeff sits on the Advisory Board of Classic Car Club of America and is very involved in the New England region of the club.

JP (Jim) Donick

Jim has been messing about with motorsports since he was a very little boy. For the last thirty-plus years he has edited Vintage Sports Car magazine for The SCCA and sought out motoring adventures around the globe. He is accepted as one of the worlds experts on Allard Motorcars. Jim contributes to a number of publications but his greatest automotive joy is reserved for his monthly stint as the host of the Madison Avenue Sports Car Driving and Chowder Society luncheon at Sardi's.

Joseph Feghali, M.D.

Joe is a passionate auto enthusiast who started restoring cars as a teenager. He is now a collector of European sports cars. He has a weakness for everything British, but also appreciates German, Italian and French marques. He is a member of JCNAJ/JSCE (Jaguar Club), the 356 Registry and other enthusiast and classic automobile clubs.

Kit Foster

Kit has been a serious automotive historian for 30 years and a writer for 35 years. His research and writing can be seen in most major auction company catalogs. Kit’s published work has appeared in many enthusiast publications including THE WALL STREET JOURNAL and Southern California's Motoring Daily. He is a regular columnist for Old Cars Weekly and the owner and operator of the website KitFoster.com.

Dick Fritz

Dick managed Luigi Chinetti Motorsports and was a major force in getting the Acura NSX produced. Dick started restoring cars while a teenager. He is now a collector of European sports cars. He has a weakness for everything British, but also appreciates German, Italian and French marques. He is a member of JCNAJ/JSCE (Jaguar Club), the 356 Registry and other enthusiast and classic automobile clubs.

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David Hobbs signs his new memoir at Greenwich

David Hobbs’s long-awaited and newly-published autobiography will be available at the Greenwich Concours and David will be on hand at the Road & Track Pavilion to sign and dedicate copies on the Saturday and the Sunday (check the Schedule of Events for times).

Englishman David Hobbs—“Hobbie” to his friends and fans—is one of racing’s most remarkable all-rounders. In a 31-year driving career he raced in almost every imaginable category: endurance sports races, touring cars, Formula 1, Formula 500, Indycars, IMSA, Trans-Am, Can-Am and even NASCAR— he has done the lot. And on top of that he has been a television commentator for nearly 40 years, bringing wit and wisdom to the screen. Now, at last, this very popular racer has put down all his experiences in this highly readable memoir.

Hobbs • Motor Racer, Motor Mouth
The Autobiography of David Hobbs
ISBN: 978-1-910505-31-1
$79.95
Signed copies can also be bought from the publisher’s website

Pebble Beach, The Elegance at Hershey, and judges regularly at the Automotive Restoration Program the automobile’s role in the past, and the publishing of many world. His studio photography led to

G REENWICH CONCOURS D’ELEGANCE OFFICIALS

the United States. Dick is a judge at the Pebble Beach Concours, Cavallino Classic, and an Honors judge for Ferrari Club of America.

Michael Furman
Michael has worked with countless major museums, manufacturers and events to amass one of the finest visual archives in the world. His studio photography led to his founding, Coachbuild Press in 2005 and the publishing of many landmark titles including Delahaye Styling and Design, The Stewardship of Historically Important Automobiles, Motorcars of the Classic Era, The Art of Bugatti, and most recently, Rude Britannia, Where British Sports Cars Served a Nation.

I. Scott George
Scott is president of CH Motors LLC, and manages the Miles Collier Collections. He is also Vice President of The Reis Institute, a not-for-profit educational organization dedicated to the preservation of the automobile’s role in the past, present, and future. Scott is a member of the National Advisory Board for the Automotive Restoration Program at McPherson College in Kansas, vice chair of SAE Historic Vehicle Standards Committee, and a council member of the International Chief Judge Advisory Group (ICJAG). He also enjoys auto history research and judges regularly at Pebble Beach, The Elegance at Hershey, and other venues.

Prescott Kelly
Prescott has only Porsche—356s and early 911s with a run of 911 RSRs, ending with a 260-horsepower 2011 GT2 RS. He raced for 30 years in SVRA, HSR, and SCCA, mostly in a 1972 911B1T. He is a Porsche Contributing Editor for Sports Car Market, writes 12-page market overviews for Porsche Panorama, and writes the “Marketplace” column for the 356 Registry Magazine.

Leigh & Leslie Keno
Leigh & Leslie are globally known experts in the world of arts and antiques, and two of the most visible and recognizable appraisers on the Emmy award-winning PBS hit, Antiques Road Show. They have been equally immersed in the ownership, preservation and scholarship of classic cars from a very young age. They race and rally historic cars and serve as judges, moderators and panelists at prestigious historic automobile events across the country.

Jamie Kitman

John Lamm
John has been an automotive journalist for almost 50 years working with Motor Trend, Road & Track and now The Reis Institute. John has received both the Ken Purdy and Dean Batchelor Awards for his work. He lives in San Clemente, CA, where it hasn’t snowed since 1958.

John P. Lawless
John is the renaissance man of collectible motorcycles. He chairs the Radnor Hunt Concours d’Elegance motorcycle division, curates the annual motorcycle collections at the Simeone Foundation Museum, ran a vintage motorcycle auction for many years, judged at concours, managed race teams and still finds time to race his own vintage bikes.

Dr. Charles Lennon
Charles always had a passion for restoration that was eventually channeled into a professional career as a restorative dentist. He has enjoyed a lifelong love of restoring, fabricating and racing foreign automobiles. He has been applying his knowledge of restoration to judging at Greenwich for many years.

Leo Levine
A nationally known automotive historian, Leo drove for Porche, BMW and NSU in Europe and South America. He is the syndicated auto writer for the New York Herald Tribune, he wrote Ford: The Dust and the Glory, and he has been a contributing editor for a number of magazines. He was the general manager of public relations for Mercedes-Benz of North America from 1969 to 1988. He has also been a contract writer for The New York Times.

Miles Morris
Miles is a 3rd-generation collector and enthusiast. In 1989 he joined Chris’ International Motor Cars, initially in the UK, before moving to the USA. He became worldwide de- partment head in 2007. Since 2003 Miles has run Morris & Wellford, LLC, international specialist historic car consultants and brokers, and he recently founded Morris and Wellford, a specialist collector car dealership in Newport Beach, CA. Miles judges at many concours events including Pebble Beach, where he also serves on the Selection Committee.

Dr. Mark Moskowitz
Mark Moskowitz is a retired surgeon, racer and car collector. He serves on the Board of Directors of Carolina Motorsports Park and as Vice Chairman of the Motorsports Hall of Fame. A member of the International Chief Judges Advisory Group, Mark judges at multiple concours at home and abroad. He is a frequent contributor to Sports Car Market and American Car Collector, does new car reviews for ConceptCars.com and writes a regular column for My Classic Garage.

Nicholas Pagani
“Hollywood Nick” is owner of Ace Auto, Westchester’s oldest family-owned auto repair facility, est. 1920. His moniker is the result of his years of supplying film and TV productions with many of the 80 cars in his personal collection. He is a Buick Club of America Senior Master Judge and has been with the Greenwich Concours since 1996.

Bob Pfister
Bob is a retired automotive maintenance supervisor. His lifelong car enthusiasm grew from his father’s VW repair shop. His personal motoring passions are all types of car racing, vintage cars and hot rods, along with visiting car museums and building his personal automobile collection.

Melanie “Lilly” Pray
Lilly found her love and passion for cars at an early age. Her father, Malcolm Pray, spent long hours in his
Pacific Northwest Classic Car Cavalcade, the Concours is a "Fun Place to Be." It's a weekend of camaraderie and automotive enthusiasm. Now in its 27th year, the Concours d'Elegance of the Pacific Northwest is enhanced by the world's premier automotive photography.

It was founded in 1992 by a group of automotive enthusiasts who wanted to bring an authentic concours event to the Northwest. Their goal was to create an event that would showcase the best of the world's classic cars, along with a variety of other automotive-related events.

Today, the Concours d'Elegance of the Pacific Northwest is one of the largest and most respected concours events in the world. It attracts thousands of spectators each year, who come to see some of the world's most magnificent cars and to enjoy a variety of automotive-related events.

The Concours d'Elegance of the Pacific Northwest is not just a car show. It's also a celebration of automotive history, culture, and craftsmanship. It's a place where car lovers from all over the world come together to share their passion and to learn more about the cars and the people who created them.

The Concours d'Elegance of the Pacific Northwest is a testament to the enduring allure of classic cars and the joy they bring to all who experience them. It's a place where the past and the present come together to create a truly unique and unforgettable experience.
Briggs Cunningham always did everything right, better than right, even. He was "Big Money" as we say in Texas, and there were no financial obstacles to his enjoyment of the perfect life. When he left home to study engineering at Yale during the Jazz Age, for example, he brought with him a one-off 1927 Packard Speedster that he'd personally picked up from Alvin Macauley, President of Packard Motor Car Company. After Yale, he married his childhood sweetheart and sailboat racing crew, Lucie Bedford. The young couple spent a two-year honeymoon during The Great Depression racing around Europe on an International Class 6-meter sloop shipped over from Long Island. For dockside transportation, they bought an Alfa Romeo 6C-1500 and a supercharged Mercedes-Benz SS delivered to them in Paris by Rudolf Caracciola. Briggs and Lucie learned to sail at Pequot Yacht Club in Southport, CT, so Lucie could be near the nucleus of the first junior sailing programs in the world. By 1932, Briggs was skilled enough to crew on the famous Stephens-designed racing yawl Dorena when she won the Royal Ocean Racing Club's Fastnet race from Cowes to Plymouth via Fastnet in Ireland. Movie star handsome and muscule athletic, Briggs made himself into the ultimate sportsman. He was an ex-event golfer, terrific tennis player, crack packard of California. His teams generously employed a fortune so they didn't have to do anything. Briggs Cunningham used his wealth so that he could do everything. That made all the difference. Unlike many others, he was also incredibly generous. As our mutual friend Bill Devlin once put it, "I never saw anyone else pick up a check when Mr. C was around." At Le Mans one year, I got my wallet out more quickly and bought him a racquet and Coke. I think I may be the only person who ever bought Briggs Cunningham a drink. Briggs' first race car was a Frontenac-powered Miller that he purchased, 1929 from Indy 500 winner Ralph DePalma, who owned a race shop in Detroit. DePalma won the Canadien National Championship; Briggs never got to drive the car.

In 1933, Barron, Sam and Miles Collier, along with Briggs Cunningham, founded the Automobile Racing Club of America. By 1936, Sam Collier and George Rand were racing Briggs' MG K3 Magnette in Ireland. In 1942, Miles Collier raced Cunningham's Bu-Merc, a Buick Century chassis with a Mercedes-Benz 85 hp engine for $3,212 or a hot Ford V-8 for $1,600. The C-3 had a ladder frame. Ford front suspension and 50 percent to hold a badge, the United States was blue and white. As far as I know, the Cunningham C-2 was the first American race car to be painted white with twin blue "racing stripes."

We take it for granted today, but Cunningham invented what became the standard paint scheme for American sports cars, think Shelby Cobra, Shelby GT-350, Shelby Daytona Coupe, Camaro Z-28, Pontiac Trans-Am, Dodge Viper, etc.

Unfortunately, even with aluminum bodywork under those blue stripes, a Cunningham C-2 roadster weighed almost 4,000 lbs. It was far too bulky to be a successful racer, though drivers Phil Walters and John Fitch kept theirs in second overall at Le Mans for six hours until a bearing failed. The car did complete one last lap to be classified 18th overall and first in class.

When the Cunningham team came home from France, they started work on two completely different Chrysler-powered sports cars. First was the C-3. Le Mans rules now demanded that racing cars be based on a production model. "Production" meant 25 or more similar cars. The Cunningham C-3 was what later came to be called an "homologation special," a car designed to meet the letter if not the spirit of the rules.

A C-3 cost $1,400 in 1952. At the time, one could buy a new Chrysler Coupe powered by a similar Hemi engine for $3,212 or a hot Ford V-8 for $1,600. The C-3 had a ladder frame. Ford front suspension and 50 percent to hold a badge, the United States was blue and white. As far as I know, the Cunningham C-2 was the first American race car to be painted white with twin blue "racing stripes."

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and suspension. The engine was a 325 hp Hemi topped by four Weber carburetors and driving through a 4-speed gearbox sourced from a Siata bus. Best of all, the C-4R weighed 1000 lbs. less than the C-2.

The tiny Cunningham factory built a handful of conventional C-4R Roadsters and one radical Coupe, the C-4RK, the only postwar car actually designed by Dr. Wunibald Kamm in accordance with his flat-tailed aerodynamic theories. USAC star Duane Carter stuffed the Coupe into a Le Mans sandbank after Phil Walters had neatly guided it up to 3rd overall. Briggs himself finished 4th overall in one of the C-4R Roadsters, heroically driving 20 of the 24 hours himself. Briggs was 45-years-old at the time.

The C-4R was by far the most successful competition car B.S. Cunningham Company built. At Le Mans, in addition to fourth in 1952, C-4Rs finished seventh and tenth in 1953, third and fifth in 1954. A C-4R won the Sebring 12-hour race in 1953, plus many other major American road races during the 1952, '53 and '54 seasons. It's now considered among the most desirable of all sports/racing cars from the Golden Era.

For 1953, the West Palm Beach crew tried something completely different. They concentrated on one new car, called C-5R, that was inspired by the Indy 500-winning racers of Frank Kurtis. The tubular space frame held a straight front axle, torsion bars, 17-inch Al-Fin drum brakes and Halibrand Indy wheels. Giovanni Michelotti drew up a sharp-tailed, aerodynamic body that the booming Chrysler V-8 dragged up to 155 mph between Tetre Rouge and Mulsanne. John Fitch and Phil Walters had no problems during the 1953 Le Mans 24 hours, drove exactly the race they had planned, averaged 7 mph faster than the 1952 winner, finished within 02 mph of the average they were certain would win easily,...and finished third. 5 laps behind the winning Jaguar C-types of Tony Rolt/Duncan Hamilton and Stirling Moss/Peter Walker that were fitted with the first Dunlop disc brakes. Phil Walters later said, "If Cunningham should have ever won Le Mans, 1953 was the year."

By now, the B.S. Cunningham Company was clutching at straws. In 1954, in addition to the well-used C-4Rs, they rebodied a 4.5-liter Ferrari and brought it to Le Mans, where it retired at the halfway point with engine problems. The 1955 C-6R used an Indy-style tubular space frame, an aerodynamic body copied from the new all-conquering D-type Jaguar and an Offenhauser four-cylinder Indy engine reworked to 2942cc to fit the new Le Mans 3-liter displacement limit. The C-6R was mediocre at best, dropping out at Le Mans while running 13th. It was later repowered with a 3.8-liter Jaguar XK Six, to no avail.

After 5 years running as an enormous tax loss, the B.S. Cunningham Company closed its doors because Number One, the IRS would no longer let Briggs write the whole thing off; Number Two, the racing world was still reeling from the after-shock of Pierre Levegh's terrible Mercedes accident at Le Mans in which at least 81 people died; and Number Three, it now seemed impossible for a private entrant to compete with the factories in international racing, no matter how wealthy the benefactor. Briggs Cunningham switched gears. He purchased a 1932, 44-foot schooner Brilliant.
62-foot schooner called Brilliant. Designed by his old friend Olin Stephens and built by Henry Nevins on City Island, on her maiden voyage Brilliant had set a Trans-Atlantic record sailing from Nantucket, Massachusetts to Bishop Rock, Isles of Scilly.

Briggs tried to make her faster yet, with a taller, larger Marconi rig. He even invented a way to pull down the tack of the mainsail to make it more efficient. What sailors still call a “cunningham” was first used on Brilliant and is now standard fitment on racing sailboats of all types. In 1957, Briggs donated Brilliant to Mystic Seaport, run by his friend Clifford Day Mallory.

The same year, Briggs joined a syndicate headed by Henry Sears and Vincent Astor to finance construction of a new 12-meter yacht to defend the America’s Cup. This was the first time the America’s Cup races had been held since 1937, when the immense British J-boat Endeavor II lost to Harold Vanderbilt’s similar Ranger. Like Dorade and Brilliant, Ranger was designed by Olin Stephens, working with Starling Burgess.

Twenty years later, US-16, named Columbia, was also designed by Olin Stephens and like Brilliant, built by Henry Nevins on City Island. At 70 feet long, literally half the length of Ranger, Columbia defeated the 12-meter Sceptre representing the Royal Yacht Squadron, flying the burgee of the New York Yacht Club, Columbia, with Henry Sears as Navigator and Briggs Cunningham as Helmsman. Boat Sceptre 4 to 0. Columbia then competed in the revived America’s Cup Trials of 1962, 64 and 67 before retiring. Briggs Cunningham was indefatigable. He continued racing with Jaguar, Corvette, Maserati and Porsche cars maintained by his long-time mechanic Alfred Momo until he and John Fitch shared a Porsche 904 GTS at Sebring in 1966, after which both retired. Briggs Cunningham Auto Museum in Costa Mesa. He brought with him everything from the Packard he drove at Yale to the 904 GTS.

In 1986, when Briggs turned 80-years-old, he and his second wife, Laura Craner Elmer, sold his entire car collection to family friend Miles Collier, who combined it with his own remarkable Porsche collection to form CH Motorcars, now The Revs Institute.

When he died in 2003, Briggs Swift Cunningham II had been elected to the America’s Cup Hall of Fame, the American Motorsports Hall of Fame and the International Motorsports Hall of Fame. He was not only respected around the world, but genuinely loved by thousands of people. I’ve literally never heard anyone ever say a bad word about Mr. C.

Of all the trials he won and tests he set himself, the only failure in Briggs Cunningham’s charmed life was the Le Mans attempt, ironically his grandest obsession and the saga for which he is best known. In the final analysis, it was nothing but fate that kept him from hearing “The Star Spangled Banner” played at Le Mans. God knows, he did everything right. Better than right, even.

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was just an interlude for John, one professional race at Sebring in 1966, he had special he built himself to Stirling Moss’s ham. He also raced a dozen private-Corvette, but mostly for Briggs Cunning- Benz, Porsche, Sunbeam-Talbot and American to win a major European War II and the first to race for a Euro- also the first U.S. racing driver to live bomber to the Fitch Inertial Barriers, for the World War II A-20 Havoc attack ranging from a remote-operated tailgun was a highly-decorated World War II... small New England bank.

When he died in 1942, John survived 50 bomb- missions as an A-20 pilot in North Africa before becoming a test pilot at Wright-Patterson in Dayton, Ohio. In 1944 John got himself transferred to a fighter squadron in the famous 4th Fighter Group, flying P-51s as bomber escort over Berlin. He was one of the few. Alfed pilots to shoot down an ME- 262 jet fighter. John’s P-51 was brought down by ground fire on February 20, 1945; he spent three months in POW camps until liberated in May, 1945.

Back in the States, highly-decorated Major Fitch began dating a striking red- head named Elizabeth Huntley, bought a bright yellow MG-TC and started a sports car dealership in White Plains, NY called Sports & Util- ity Motors. In June of 1949, John bor- rowed a customer’s TC and as a lark entered a race through the streets of Bridgehampton, Long Island. He fin- ished fifth. Elizabeth was his pit crew.

Two months later, the couple were at the airport races at Linden, NJ where John finished fourth in a different TC. After arriving late, and roaming off after the pack without his helmet. In a flash of adrenaline and post-race champagne, he proposed to Elizabeth. Their honey- moon was a driving tour of New England that ended up at Watkins Glen in Sep- tember where John raced a Mercury V-8-powered Laguna in the Seneca Cup.

After only a handful of amateur races, in December of 1950, John and his friend Bob Sweikert agreed to try the car. “Sweikert came in,” said John, “and growled, ‘Forget it. This thing will never go. He was right. It never did.”

From Indy, the Fitch family flew straight to Paris where John and Phil Wal- ters shared the new Cunningham C-5 at Le Mans. They averaged 7 mph faster than the winner had in 1952, and still the Cunningham was third. Laps behind the C-Jags of Hamilton/Rolt and Moss/ Walker. That was the year that Jaguar introduc- ed the first Dunod prize car, sponsored by importer Max Hoffman.

A month later, John joined Peter Collins in a factory Sunbeam for the 24 hour race at Sebring. They won. Their friend Barrie Toole de Graffenried staged fake races all over Europe while the cameras ground.

In 1953, Mercedes-Benz fielded the most formidable—and international—racing team in history, including Juan Manuel Fangio, Stirling Moss, Karl Kling, Peter Collins, Piero Taruffi, Andre Simon, Wolfgang von Trips, Desmond Titterington, Pierre Bouillon—who raced under an assumed name course as “Lev- egy”—and John Fitch.

John’s first event of the year was the Mille Miglia. The Fitch car and, where were each given a 300 SLR, essentially a two-seater version of the W-196 Grand Prix car. It had only a stock 300 SL gullwing coupe; his navigator was a young German magazine editor named Kurt Gesell who had never be- fore emerged from the race. “We were the last to “Zero” a major European rally. Back in America for the fall season, John won the “Last Westfoot” at Marshall Falls in Riverside, CA.

Being a professional racing driver was not what he had planned for himself. For example, John and Elizabeth and their two sons spent part of the winter in a cabin near Stamford, Conn. C, then shifted to Florida for the two months brackets Sebring. The whole family then returned to Europe in time for the most magnificent Italian villa near Lake Como that they shared with Masten Gregory and his family plus a houseful of servants. In the fall, John and Elizabeth moved to Lugano, Switzerland where they lived for the following year.

As drivers, thought of ourselves as a fraternity,” ex- plained John, “and we were mostly all friends. Peter Collins, Karl Kling, Bob Sweikert, Mike Hawthorn was not very pleas- ant or friendly. Jean Behra was a bit overly-aggressive, but not a bad guy. Nino Farina could drive, but he was a terrible pers- on.

John’s first race of 1954 was Le Mans in June. For the rest of that year, he served as technical advisor on the Mercedes-Benz race cars. The Racers. The Drivers. He signed and built a group of fictional rac- ing cars called Burano, and did most of the start driving. For months, John and Peter Collins worked with Roberto Scotti to put a Naturally-aspirated stage 5 engine in a car.

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In 1966, Fitch and Colby Whitmore collaborated on the Corvair-based Fitch Phoenix. It was built as a prototype for a production run of 500, but thanks to changes in the Federal safety and emissions laws for 1967, remains a one-off.

John then worked with Pontiac to create a Fitch Sprint version of the new 1967 Firebird which ultimately contributed to the factory Firebird Trans-Am, and then with Oldsmobile to turn the front-wheel drive Torino into the Fitch Phantom. Only a handful of “Fitchbirds” were built, plus two Parkinsons.

As he aged, John stayed as busy as ever. Among the projects he was involved with in his seventies and eighties were a hybrid cooling system using propylene glycol, a liquid-cooled brake design, hydrogen fuel cells and a race track safety net in which an errant vehicle could be caught by a chain link fence and the impact absorbed by cold-drawing a steel ribbon between pegs. In 2003 and again in 2005, 87-year-old John was approached by vintage race car Bob Serna to drive his 1955 Mercedes 300 S Sl. Gallaging in an attempt at a class land speed record at Bonneville Salt Flats. Back in the day, a new Gallaging had been timed at over 160 mph, but because of a defective Mercedes fuel pump, John was never able to go faster than 150 mph. He said in disappointment, “I used to drive these cars faster than that in the rain, at night, on a road with sixty other cars”.

What was John Fitch really like? Well, I first met him in 1957, when I was 10-years-old, and knew him well for the last 40 years of his life. When John was about eighty, we drove to the New York Auto Show together in his Fitch Phoenix. He was still a remarkably smooth and skillful driver, as you’d expect. Once we got there, John would talk publicly about his remarkable life and racing career, but he had no interest in the past except for what it might teach him. He also had little interest in the present. In a very real sense, John Fitch lived somewhere far ahead. He was an eccentric futurist, a clever inventor, a terribl businessman, a bit of a tinkerer, an inveterate entrepreneur. I once charged him with these labels. “No,” he said. “Mostly I’m an eternal optimist.” Exactly.

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Charlotte Atria resident
Photo by Mark Seliger
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Their motto: Trust the Best!
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The Genovation GXE all-electric supercar has been designed from the ground up to have a low center of gravity and near 50/50 weight distribution; a true driver’s car. The Genovation GXE comes equipped with magnetic ride control, carbon ceramic Brembo® brakes, carbon fiber wheels, an ultra-high fidelity 10-speaker JBL stereo, a 10.4-inch custom high brightness touch screen and bespoke interior. The GXE is available with either a 7-speed manual or 8-speed paddle shift automatic transmission. Only 75 examples will be made, each with a unique paint color, ensuring your GXE will be one of a kind.

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DRIVE THE FUTURE

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SS Cars
by Rich Taylor

Barely out of their teens, British motorcycle enthusiasts Bill Lyons and Bill Walmsley got together in 1922 to build sidecars. Located in the seaside resort of Blackpool, they gave their tiny company the grand name of Swallow Sidecar and Coach Building Company, shortened for everyday use to "SS" Lyons was a charismatic artist who came up with a distinctive sidecar shape that’s still easily recognizable, kind of like an aerodynamic Buck Rogers rocket ship with a rounded nose and pointy tail. Nicely crafted in aluminum and reasonably priced, lightweight Swallow sidecars sold like Guinness pints at Blackpool beach during August Bank Holiday.

Moving upmarket, in 1927 SS and the new Managing Director of Standard Motor Car, John Black, put together a deal for Swallow Sidecar to buy complete rolling chassis of various Standard models. SS then fit custom bodywork and the completed cars were sold through Standard dealers under the name of Standard Swallow. To make things easier, SS moved to a former munitions plant in Coventry, conveniently located just down the road from the Standard Motor Car factory. Between 1927 and 1932, SS produced about 3500 custom automobiles bodies, mostly on Austin or Standard chassis.

In October, 1931 at London’s Olympia Motor Show, SS displayed the prototypes of its all-new models, called SS 1 and SS 2. Bill Lyons had convinced Standard to create a unique underslung chassis using a variety of bits from Standard production models. The SS 1 had either a 2.0-liter Inline-6 or an optional 2.5-liter Six; the SS 2 had a 1.0-liter Inline-4. Even nine decades ago, a top speed of 70 mph was laughably slow for a 2.5-liter car with sporty pretensions, but Standard’s uninspired chassis was hardly the point. At just £300, the SS 1 was an incredible dream come true.

As Ralph Steen wrote decades ago in his landmark book The Treasury of the Automobile, "The cars that Lyons unveiled at the London Show in 1931 were certainly dream cars, the kind of machines imaginative schoolboys might doodle in their notebooks. They were exquisitely rakish: Much of their length was taken up by a many-louvered hood; they had low passenger compartments whose inmates peered out at the world through slit-like windows; they had wire wheels, cycle-type fenders and looked as if they might do 150 miles an hour."

In January, 1935, the company was taken public as S.S. Cars Limited, at which time Bill Walmsley cashed out his share and started a travel company, leaving Bill Lyons to create some of the classiest sports cars of the Thirties. The first one to go into production was the SS 90, which was claimed to hit 90 mph—a significant improvement over the SS 1. In simplified terms, Lyons put the 2.5-liter Six from the SS 1 into the shorter, lighter chassis of the SS 2, then topped the result with luxuriously swoopy two-seater bodywork.

Within a year, the name was changed to SS Jaguar, now-legendary William Heynes was hired to be chief engineer and equally-legendary Harry Weslake was hired to create a new cross-flow, overhead-valve cylinder head to take twin carburetors. Larger buyers soon had a choice of engines that included a 1.8-liter overhead-valve Four, 2.5-liter Six and 3.3-liter Six. With 120 hp, the SS 100 3.5 could go over 100 mph. Priced at £395, it was the leader of a whole new line of SS Jagged sedans, coupes, convertibles, all-purpose sports cars said to have "that £1,000 look" even though prices started at less than £300.

In many ways, the SS 100 is the definitive British sports car of the Golden Era. Erected on a short 100 inch wheelbase, it has extravagantly sweeping fenders above knock-off wire wheels that reveal gigantic drum brakes, a block-long hood barely taller than the front fenders. French Lucas P100 headlamps flanking a racy mesh grille, cutaway "suicide" doors and a severely truncated stern. By modern standards, an SS 100 is quite tame—0 to 60 in 11 seconds, top speed a little over 100 mph—but in its day, it could be beaten only by a Bentley, Alfa or Bugatti that cost up to ten times more.

There was nothing else like it anywhere near the SS 100’s combination of price, performance and panache. Because each machine was painstakingly assembled by hand—in the midst of the Great Depression, besides—between 1935 and 1940, SS Jaguar was only able to sell 198 SS 100s with a 2.5-liter engine and 118 SS 100s with a 3.5-liter engine. A surprising percentage still exist, priced nowadays in the $500,000 range. Indeed, the most famous SS 100 in North America—owned and raced by TV personality Dave Garroway—is currently for sale in New York at $439,000. Seems like a bargain.

SS Jaguar’s Coventry factory was largely destroyed during World War II, but William Lyons resumed production as Jaguar Cars in 1945, dropping the "SS" name which now bore the stigma of unimaginable horrors. Jaguar bought Standard’s engine department at the same time. From 1946 through 1949, Jaguar built the same SS saloons and convertibles available with the same 1.5-liter, 2.5-liter and 3.5-liter OHV engines as before the war. When they were replaced by the slightly improved Mark V in 1949, the early Postwar cars became known as Mark IV.

Unfortunately, the SS 100 sports car was not revived after the war. At least not by Jaguar. Once Jaguar stopped making SS 100s, however, a variety of other specialists started building exact replicas with names like Adams, Finch and Suffolk. The Panther J-72 of the Seventies—an SS 100-style body with Jaguar V-12 running gear—was also inspired by true events. Car owners say they say they say on movie posters, but frankly not much like a true SS 100, more’s the pity.
Ever since Schooner Brilliant's launch in 1932, she has set many sailing records and won many races. After Brilliant's war service, she was bought by Briggs Cunningham in 1945. He raced her for eight years and then donated her to Mystic Seaport Museum in 1953. Since then, more than 10,000 individuals have learned the art of seamanship aboard Brilliant through the Museum's youth and adult sailing programs. It is also possible to charter her for private sails. Brilliant. Get into it.
A small college in a small Kansas town is making a big impact in the automotive restoration industry. McPherson College in McPherson, Kansas offers the only four-year bachelor’s degree for restoration technology in the country. The college attracts students who are passionate about cars, and its alumni can be found working in all facets of the automobile collecting world, from Hagerty, Mercedes-Benz Classic Center, Historic Vehicle Association, Peterson Automotive Museum, RM Sotheby’s, and private collections.

Alumni like Nate Lander, a 2002 graduate of the program, has spent more than a decade preserving the traditions of a world leader in the automotive industry at the Mercedes-Benz Classic Center in Irvine, California. As the workshop project manager, he supervises nine full-time staff (many of whom are also alumni) and manages more than 20 active restoration projects.

He was part of the team at Mercedes-Benz that recently completed the 1957 300 SLS tribute car for a private collector. And, in September got the opportunity to test drive the historic replica at the Mazda Raceway Laguna Seca, where the original car was raced by esteemed sports car ace Paul O’Shea. Lander’s extensive research provided the foundation for the project and he headed up the team that restored the car as closely as possible to the appearance and performance of the O’Shea car as a tribute to the original. Lander attributes the success in his career to the education he received at McPherson College.

"If we think of the college experience as training for what we couldn’t possibly imagine, then the liberal arts program at McPherson College was truly the key that unlocked my future," he said.

Others have recognized the importance of the Automotive Restoration program at McPherson College as well. Cornelian and classic car collector, Jay Leno, was an early supporter of the program. His support came at a critical time for the program and helped advance it to where it is today. Leno continues his support through scholarships and by hosting student tours of his collection.

"A lot of us who collect cars are getting older, and we need to make sure there is another generation prepared to care for these classics," Leno said. "McPherson College produces high-quality graduates. That’s why I became an early supporter of McPherson College."

Started in 1976 with funding from a local entrepreneur, the McPherson College Automotive Restoration Program has evolved into a nationally recognized leader in restoration education. Through the years, with guidance from a National Advisory Board, which includes industry leaders like Wayne Carini, McKeel Hagerty, Paul Russell, Tom Cotter, and Scott George among others, the college has become a launching pad for young people interested in turning a love for the automobile into a career.

Many internship opportunities turn into careers for students, like Samantha Cotell, a senior from Barnstable, Massachusetts, who spent last summer developing an online registry for the Cobra Experience in California. Samantha, along with another intern from the college, gathered thousands of pages of written history and created a process for collectors to easily update and access an important part of muscle car history. Her hard work and knowledge paid off with a job offer after graduation.

"It was a very rewarding experience," Cotell said. "The only way you can know this information is to have a registry. It’s great to know that I was part of recording and preserving this history." Along with the technical education that students receive in the classroom and working on the school’s collection of historic vehicles dating from 1890 to 1973, students also take classes outside of the program in areas like history, communications, business and art.

"McPherson College students learn the kind of true craftsmanship it takes to care for historic vehicles along with a diverse set of skills that can be applied to a wide range of careers in this industry," Amanula Gutierrez, vice president of Automotive Restoration, said. "We believe a rigorous technical education paired with diverse academic courses ensures our graduates a long career in the automotive world."

McPherson College hosts several visit days throughout the year for students who have a passion for cars to come to campus, speak with professors, and learn more about the program. Another opportunity for all car enthusiasts to visit is during its annual car show held on the first Saturday every May. Last year’s show attracted nearly 350 vehicles from across the country and this year’s show will be featured on an episode of “My Classic Car” with Dennis Gage. To learn more about McPherson College go to www.mcpherson.edu.
When it comes to brilliant products, you don’t have to be first on the market, you need only be the best—a maxim that has proven itself time and again.

For instance, there were any number of successful mobile phones that preceded the Apple iPhone. But can you remember any of them?

And while Cadillac’s compact luxury crossover, the 2019 XT4, is late to the crossover party, now that it’s here, it’s a pity that it took so long to arrive. After all, Cadillac’s other crossover, the XT5, debuted in 2004 as the SRX.

But looking at the XT4, it’s apparent that the designers tried to give their new crossover a unique identity, rather than simply downsizing the XT5’s look. Compared to its larger sibling, the XT4 has a 3.1-inch-shorter wheelbase and is 8.4 inches shorter in length at 181.1 inches. The shorter length lends the XT4 a more youthful attitude, with LED lighting front and rear, and vertical tail lamps that artfully frame the rear window. Its look is bold yet articulate, a feeling echoed in the masterfully executed interior.

That’s where you’ll find a three-spoke, leather-wrapped steering wheel and well-bolstered sports seats that recall the best sports sedans. Better yet, rear seat passengers get a generous 39.5 inches of legroom, a rarity in this class. Once seated, passengers can admire the ambience thanks to one of seven interior themes available in Luxury, Premium Luxury, and Sport trim levels. Inside is where you’ll also find an artfully eloquent instrument panel that strikes the proper note, with an 8-inch diagonal screen nestled above a row of toggle switches that provides shortcuts for the screen’s audio, phone and navigation functions. A rotary controller on the center console handles most of the screen’s functionality. In addition, the XT4’s rear-seat communication makes phone pairing easier, while its wireless inductive charging pad speeds wireless device charging. There are four standard USB Ports and three 12-volt accessory power outlets. An SD memory card reader comes with the optional navigation system.

The XT4 is an able extension of your mobile phone, but it’s also remarkably connected to the concrete, and that’s what really matters.

Motivating the XT4 is a turbocharged 2.0-liter four-cylinder engine producing 237 hp and 258 lb-ft of torque through a nine-speed automatic transmission. The double overhead cam engine uses cylinder deactivation, direct injection and automatic stop/start to deliver fuel economy estimated at 25 mpg city, 30 mpg highway. All-wheel drive is optional. A standard Driver Select Mode system adjusts the XT4 to suit road conditions. An optional Active Sport Suspension features Continuous Damping Control, which monitors the road and makes damping adjustments every 2 milliseconds. Available driver assistance systems include adaptive cruise control, lane-keeping assist, blind-spot warning and automatic emergency braking.

The 2019 Cadillac XT4 not only delivers a superlative driving experience, it does so wrapped in an unmistakably distinctive wrapper. It may have taken Cadillac time to create the XT4, but like the best consumer products, the wait was well worth it.
Cadillac has upped the hands-free driving standard of the world by introducing its Super Cruise technology to its range-topping CT6, the first true hands-free technology of its kind.

There are many adaptive cruise control systems on the market, systems that include lane departure warnings and autonomous emergency braking to breeze along in traffic with minimal driver input. What Cadillac offers with its Super Cruise is the ability to drive completely hands-free on the highway, allowing the driver the option to sit back and relax during longer journeys or shorter commutes.

The process of activating Super Cruise is straightforward—once you enter the highway, remain in your chosen lane of travel. The system will then determine that it’s safe and a steering wheel icon will illuminate on the dashboard. Press a corresponding button on the steering wheel and Super Cruise will take over; the top half of the wheel glows green to visually show it is operative.

When one imagines completely hands-free operation of a motor vehicle, it’s easy to assume that the driver can focus their attention on other things during their morning commute, such as catching up on emails, a quick shave, or numerous other distractions in our automobiles. Cadillac, however, has gone above and beyond its competitors to keep their drivers engaged during operation. As such, Cadillac has implemented a Driver Attention System, which utilizes a small camera mounted atop the steering column. This proprietary technology, which is an industry first, works by using infrared lights to track the driver’s head position and point of focus.

If the system detects the driver has taken their eyes off the road for an extended period of time, a series of prompts will be taken to refocus the driver’s attention on the road ahead. These include visual indicators in the cluster, audible alarms, vibration alerts from Cadillac’s Safety Seat Alert, and a visual cue from the light bar built into the steering wheel. In worst-case scenario, if the driver is still unresponsive, the full suite of driver assistance technologies will be called upon to bring the car to a complete stop and contact OnStar in the event that there is a medical emergency.

The second system of Super Cruise that works in tandem with Driver Attention to provide a safe and effective package is the implementation of precision LiDAR. Another first for the market, Cadillac’s combined use of LiDAR map data, in addition to real-time cameras, sensors and GPS, will allow Super Cruise to operate in areas that are deemed safe—mostly divided highways and interstates. LiDAR mapping and enhanced GPS can tell which lane you’re in and map curvature data, and a precision camera can “see” the road ahead by up to 2,500 meters. It’s worth noting that the technology doesn’t allow hands-free operation on surface streets where intersections, traffic lights, pedestrians and other variables will not allow the system to safely perform as intended.

The Super Cruise package comes standard in the Platinum trim level and is available as an option in the Premium Luxury trim. Coupled that with the CT6’s long list of available luxury features such as a Bose Panaray 34-speaker surround sound, plush leather interior with heated, ventilated and massaging front seats, 12” reconfigurable digital gauge cluster, UltraView sunroof, and available 404-horsepower twin turbo V-6, and you have an American sedan that’s fit for a king.
The M5 holds a cherished place among BMW aficionados. The 2018 all-new M5 continues to offer supercar performance in a four-door sedan that can comfortably be used as a daily driver. The pinnacle of the mid-size BMW 5 Series sedans is no longer a solely rear-wheel drive vehicle, but it has lost none of its race-bred feel when properly exercised on the racetrack.

The wizards from Munich have developed the M xDrive Intelligent All Wheel Drive System that allows you to choose from three settings. The default is 4WD, which still offers a rear-wheel-biased feel. When venturing onto a track, you’ll want to select 4WD Sport for its increased leniency of electronic intervention. If drifting or “Hollywood-ing” your way through the turns is your indulgence, then you will choose the 2WD setting.

BMW is rightly proud of the M5’s new engine. A twin-turbocharged DOHC V-8 engine produces a surprisingly-civilized 600 hp between 5,700 and 6,600 rpms. Ample torque is also standard. The torque plateau gives you 553 lb-ft from only 1,800 rpms. The sound the engine makes is nothing shy of magnificent.

Power flows through an eight-speed automatic transmission. Drivelogic allows you to change the transmission’s mapping for sharper responses. Carefully crafted paddle shifters provide fingertip control of the gearbox ratios. And then there is Launch Control. BMW modestly quotes a 0-60-mph time of 3.2 seconds. Car and Driver magazine managed to get their M5 to 60 in only 2.8 seconds on its way to a quarter mile time of 10.95 seconds at 129 mph (by the way, the M5 won their comparison test with similarly powerful competition). Top speed is electronically limited to 163 mph.

Even with the additional mechanics for the AWD system, this M5 weighs 100 lbs. less than its predecessor. Weight has been shaved in many areas, including a standard carbon fiber roof. Despite the similarity to its 5 Series brethren, those in the know can spot the cues. The front end features aggressively-sized air intakes and a tastefully small M5 badge. The rear end sports wider taillights, and a very subtle M spoiler. Below the bumper, four chrome-tipped exhausts bookend the diffuser outlet that helps decrease drag and increase downforce.

Inside, your first indication of the M5’s racetrack heritage is the seats. The front buckets offer a phalanx of control (20-way) and very supportive side bolsters that work to hold you in place as you circle the skid pad at 0.98 lateral g force. The Dynamic Digital Instrument Cluster and Heads Up Display are enhanced with M-specific functions.

Perhaps the most remarkable trait of the M5 is its ability to be used as a daily luxury sedan. The tires are Michelin Sport 4S models with 275/35ZR-20s up front and 285/35ZR-20s in the rear. Thanks to a finely-tuned suspension and adjustable dampers, the M5 can transport two couples with a civility that belies the track-tuned overachiever lurking just a full-throttle application away.

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The term sleeper denotes a vehicle whose mild-mannered appearance conceals the power and abilities it has. The BMW M5 may be not only the “Ultimate Driving Machine,” but also the ultimate sleeper.

BMW M5 BLENDS 600 HORSEPOWER, ALL-WHEEL-DRIVE AND PRACTICAL LUXURY

by Mike Covello

Altezza Restoration is on a mission to bring back classic cars to their former glory. With a focus on classic BMWs and Jaguars, Altezza offers restoration services that are designed to exceed customer expectations. Their team of experienced technicians and artisans work closely with clients to ensure that every restoration project is tailored to their specific needs. Altezza's goal is to create a new chapter in the history of classic cars, making them a timeless delight for both the original owners and new enthusiasts alike. Contact Altezza Restoration today to learn more about their services and how they can bring your classic car back to life.
Athleticism is chic. This is why you can now buy men’s dress trousers made of athletic fabric. Never mind that you look as if you’re wearing pajamas, you’re fashionable, right? Our admiration of athletes and the high esteem with which we regard sports transcends fashion however, influencing our culture in unexpected ways.

Consider BMW’s most fashionable and athletic new compact crossover, the 2018 X2. Available as the all-wheel drive xDrive28i or front-wheel drive sDrive28i. It may be more costly than its larger cousins, the BMW X1 and Mini Countryman, even though all three share their front-wheel-drive-oriented underpinnings and running gear. But one look will tell you why the X2 commands a premium over its relatives. It’s easily the best looking of the three, with a taut, muscular stance, thin front pillars and diminutive windows that lend the X2 the aura of a street fighter.

The option package amps up the X2, as if it’s been given a permanent protein shot. Quick and responsive, there’s an eager playfulness, a rough-edged joy to the X2 that isn’t as evident in the X1 or Countryman. That said, its siblings offer a more polished, comfortable ride, but fashion always extracts its price, and this little hot hatch has its moves down. The Dynamic Handling Package, which adds M sports steering and Dynamic Damper Control, further enriches the driving experience.

As you’d expect, driver assistance features are available, including Lane Departure Warning, Speed Limit Info, Automatic High Beams, as well as Frontal Collision Warning and Pedestrian Warning with City Braking. But no matter how much fun this crossover is to drive, there are other considerations, such as practicality. Despite its smaller size, there’s 21.6 cubic feet of cargo space, expanding to 50.1 cubic feet when the 40/20/40 split rear seat backs are folded. There’s also an additional 3.3 cubic feet beneath the rear cargo floor.

And there’s a host of available goodies that make driving more enjoyable, such as the Harman/Kardon Audio system, wireless charging, Apple CarPlay, heated front seats, a head-up display, navigation, BMW’s touchpad controller, real-time traffic information, and remote services.

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It makes for a seductive street fighter, as fashionable and fit as the finest athlete. If you’re ready for your workout, the 2018 BMW X2 is the perfect partner.
The 2019 Aston Martin Vantage Remains the Athlete of the Family

by Larry Printz

Let’s clear this up front: James Bond never drove an Aston Martin. In print, Ian Fleming’s fictional secret agent drove Blower Bentleys. But an iconic 1960s film forever married the marque to the movie hero, fostering a long line of superb sports and GT cars of which the new 2019 Aston Martin Vantage is a worthy heir.

In case you’ve forgotten, or if you didn’t know, the Vantage name dates to 1951, when it debuted as a high-output engine option for the DB2. And ever since, Vantages have shaken the heart and stirred the soul. It is truly a standout among the aristocrats of the sports car world.

And this redesigned Vantage continues the tradition with a shape that eloquently speaks of its athleticism even as it taunts you to unleash its fury. It’s as if the car is cognizant of its racing heritage, a reputation fostered over many decades. It has nothing to prove, but at the same time, it does.

For Aston Martin is among the world’s smallest automakers, and the cost of developing an automobile from scratch is prohibitive. This explains why you’ll find a Mercedes-AMG 4.0-liter twin-turbocharged V-8 under its bonnet. Rated at 503 hp and 505 lb-ft of torque, the engine channels its power through a ZF eight-speed automatic transmission in a vehicle that weighs 3,744 pounds. Give this car 3.5 seconds, and it will deliver 60 mph from a stop via its Pirelli P Zeros. More than that, it will deliver the driving thrills you’d expect of a powerful British sports car.

Of course it’s more than the engine that lends this car its moxie. Credit the Electronic Rear Differential, Aston’s first. Or perhaps credit should go to the Adaptive Damping System with its choice of Sport, Sport Plus and Track modes. Both systems work with the stability control and torque vectoring systems to enhance your driving skills and keep the shiny side of the car upright. More importantly, the chassis uses the DB11’s advanced aluminum structure to keep weight down.

When this car isn’t providing enough thrills, there’s the infotainment system, with an 8-inch LCD screen that includes Bluetooth, iPod/iPhone/USB playback and an integrated satellite navigation system. James Bond would expect no less.

And of course, the interior materials are of the highest quality, as you’d expect in a luxury British sports car. Look closely and you’ll find real leather, aluminum and carbon fiber. It’s the perfect place to live out your secret agent fantasies.

This car has a raw power that you expect from an Aston, wrapped in a sporting grace that is hard to resist. That’s why no matter how much time you spend with the new Vantage, you’ll find yourself drooling over it.

And while 007 never drooled over his DB-5, James Bond isn’t real. The 2019 Vantage is. Thank goodness for that.

Visit Miller Motorcars to learn more about the 2019 Aston Martin Vantage.
McLaren now offers three body styles of their award-winning Super-sport Series. The 570S Spider joins the 570S coupe and its more practical 570GT brethren. Unlike many open cars, the 570S Spider requires no additional bracing. McLaren’s Formula One inspired carbon fiber structure is also a contributor to the car’s light weight of 2,996 pounds.

Notice the lack of aerodynamic devices festooning the clean design. This is because the air flow for cooling and downforce moves just under the 570S Spider’s skin, leaving the simple brilliance of the shape to seduce those who are fortunate enough to spot one.

The lack of clutter also applies to the interior. It is not surprising that a company with McLaren’s decades-long racing experience focuses on simplifying the controls for the driver’s clarity. The flat bottom steering wheel and the seven-inch central touch screen are set off by the high-grade materials adorning the cockpit. The leather, metal, suede and carbon fiber are all installed with a manufacturing precision that have netted McLaren eight F1 World Constructor’s Championships and 12 World Driver titles.

Lowering the two-piece top takes a mere 15 seconds, and can be accomplished at speeds up to 25 mph. The rear window can be lowered electrically to demonstrate yet another example of McLaren’s genius in directing the opposing air. And the air offers little resistance to the 570S’s sophisticated engine. A twin-turbocharged 3.8-liter V-8 engine sends its 562 hp and 443 lb-ft of torque through a dual clutch seven-speed automatic transmission to the rear wheels. The results are a 0-62 mph sprint in 3.2 seconds, a mere 9.6 seconds to reach 124 mph, and a top speed of 204 mph. This figure is identical to the 570S’s top speed, but you will have to raise the roof to achieve it.

As amazing as these numbers sound, they don’t properly prepare you for the experience of driving this “entry level” McLaren. Acceleration is so forceful, it seems to wrinkle the fabric of space and time. Despite a movement from most auto manufacturers towards electric-assisted power steering, McLaren has preserved its hydraulic-boosted steering, and it is sublime. Few other steering wheels on earth provide the immediate feedback and near-telepathic sensitivity that delights every pilot of the 570S Spider.

You can craft your driving experience in many ways. The Active Dynamics Panel allows you to alter throttle response, suppleness of ride and transmission maps. Normal is perfect for the evening’s tryst. Sport is for carving those corners on your favorite back roads as never before. And Track is for those lucky McLaren owners who exercise their 570S on their favorite racetrack. Standard carbon-ceramic brakes insure that even repeated braking from long straights into sharp hairpins will be arresting lap after lap.

Aside from the usual assortment of colors and options, you have additional choices. If the standard seats are not as track-worthy as you deem appropriate, two more levels of containment are available. An optional Sport Exhaust elevates the flat-crank V-8’s song from sublime to something akin to that of an angel’s trumpet. For those looking for even more personal attention, McLaren Special Operations may sound like 007’s vehicle enhancement shop, but it is their bespoke division, dedicated to creating your perfect McLaren. MSO offers five tiers of service, with the ultimate ability of building one-off cars to match a customer’s unique requirements. Contact McLaren Greenwich to configure your perfect 570S.
Until now, supercars have been cast from the same mold. When Acura set out to reinvent the NSX, our goal was to create the best supercar in the world. That would mean reimagining how cars are made. It would mean assembling the world’s best designers and engineers and building a place where they could craft, unencumbered, to create an entirely new level of precision.

It would mean beautiful styling that’s purpose built, to support the highest levels of performance. And it would mean uncompromising engineering that would allow exotic car performance, comfort, and rock-solid reliability to co-exist.

Enter, the all-new NSX. It’s not a car you own. It’s a car you’ll remember owning for the rest of your life. Boasting a unique all-wheel-drive system, the NSX is the world’s first supercar to use electric motors to enhance and elevate every element of its dynamic performance—acceleration, braking and handling.

The configuration consists of a twin turbo V-6 engine and 3 high-output electric motors, that work harmoniously together to provide instant torque and combine to produce 573 hp. Pair that with a rapid-shifting Dual-Clutch Transmission (DCT) to deliver dynamic acceleration and intuitive handling, and the result is a sensation of being one with the car and the road.

The Integrated Dynamics System offers four selectable personalities designed to capture your own unique spirit—Quiet (we like to call it stealth mode), Sport, Sport+ and Track mode. Top this off with an unmatched level of refinement and low-maintenance and you get a high-performance supercar that just works, so you can drive it every day.

We invite you to come visit us at the NSX display and learn more.
If you are shopping for a high-end luxury SUV, look no further than the 2018 Lincoln Navigator. Aside from being manufactured by one of America’s most revered brands, the Navigator encourages you to make choices. These are not just the usual options and colors, but an array of settings that allow the Navigator to adapt to your wishes.

The exterior reminds one of the show-stopping Navigator Concept that debuted at the 2016 New York Auto show. Details such as the blacked-out pillars, a prominent recessed grille, and the turbine wheels come to mind. The emblem in the grille is illuminated at night to create just the right impression in the rear-view mirror ahead of you.

As striking as the outside may be, most buyers will be won over by the opulence of the inside. Standouts include the center consoles, with their exceedingly well-crafted mix of finely-stitched leather, chrome, piano-black trim and knurled knobs.

The Navigator’s perforated leather seats are very inviting. Add the Perfect Position Seat option and you’re sure to find a just-right position with its 30-way adjustments. Those up front can even enjoy a massage while underway on their journey. The two rear rows can easily be converted from passenger to cargo duty with the electric push-button folding seats.

The Navigator will certainly get you to your destination in a hurry. The twin-turbocharged 3.5-liter V-6 produces 450 hp and a tow-worthy 510 lb-ft of torque. Yes, you can tow up to 8,100 pounds of fun toys with this luxury SUV! Sixty miles per hour arrives in only 5.5 seconds, despite the Navigator’s 6,330 lb. curb weight. Aluminum body panels help to shave 200 pounds compared to the 2017 Navigator.

Intensive work has improved the mileage that the EPA says you’ll get in this grand family vehicle. Partially thanks to the ten-speed automatic transmission, you’ll see 21 mpg on the highway. The engine’s automatic stop/start feature contributes to the fuel economy in a seamless fashion.

Getting into the Navigator is made easier with the power-folding running boards. Illumination within them adds a touch of “you have arrived.” The instrument cluster is a twelve-inch configurable screen that you can change to suit your needs. A centrally located ten-inch touch screen displays navigation along with other choices. The rear-view camera is supplemented by an overhead 360-degree presentation.

Even the steering and ten-speed automatic transmission responses can be altered from Normal, to Excite, to Economy. The differences in these settings allow the Navigator to suit your driving mood. Whichever mode you choose you will be impressed with what a comfortable travel environment Lincoln has constructed.

Exterior noise is practically banished from the cabin. Bumps and potholes get absorbed by the massive tires and tuned suspension, so that only a faint indication of a less-than-perfect road surface is transmitted. While the Navigator is not intended to be a corner-carver, the supple underpinnings make it surprisingly agile for a vehicle of this size.

The 2018 Lincoln Navigator combines luxury with refined practicality.
In 1989, new marque on the block, Lexus, took a giant leap of faith and cannonballed into the full-size luxury sedan pool with their LS 400, creating waves that no doubt caught the complacent Germans off guard. Nearly 30 years later, the 5th generation LS 500 continues to strategically splash about, offering the technology and luxurious appointments of its German rivals, while providing build quality and reliability that hark to its humble Japanese roots. Although Lexus has shifted its course a few times over the years, the core mission has always been the same: provide maximum comfort, futuristic technology, and bold styling while undercutting the competition on price. With the LS 500, Lexus has eliminated the spindle design element, replacing it with a more modern, sleeker look. The center stack is highlighted by Digital instrumentation, with a 12.3” high-resolution display and features to control numerous vehicle systems, including climate, audio, and navigation. The remote touchpad, updated for the new car, is created to be familiar for smartphone users, mimicking many of their actions.

The driver’s seat is nearly infinitely adjustable, with available 28-way power controls and massage function. It’s also heated and ventilated. Audiophiles will appreciate the 2,400 watts of total power from the 23-speaker Mark Levinson system, delivered in total clarity.

Under the hood you’ll find another version of the spindle is recreated at the rear of the vehicle and how the side mirrors, perched proudly atop the doors, are like little flags worthy of waving in an art museum. The standard (shorter) wheelbase has been eliminated, and the new LS is based on the long-wheelbase. It has increased in every dimension from the previous generation. In fact, it’s the largest sedan built by any Japanese manufacturer.

Once the LS pulls up to the curb and confidently announces itself with its commanding presence, open the door to be introduced to a world that only the privileged few will get to experience and enjoy. Slide behind the wheel and run your fingers over everything. Most surfaces are leather, ultrasuede or wood.

The 2018 LS 500 – Luxury the Way Lexus Intended

**by Bryan McCarthy**
Tesla, the automotive disrupter whose mission is to accelerate the advent of sustainable energy, is charting new territory with the recent release of their Model 3 sedan.

The Model 3, the latest installment in a line of fully electric vehicles from the manufacturer named after Nikola Tesla, brings fuel-free travel to the masses with a $35k entry point, and that's before tax incentives. Depending on when delivery is taken, owners can expect up to a $7,500 tax credit for ditching the dino juice and plugging into the future.

It's been over two years since Tesla opened reservations for their long-awaited Model 3, and deliveries are starting to arrive in the driveways and garages of people who put down their $1,000 deposits to be a part of what's sure to be an automotive revolution.

Without the traditional dealer network of larger automotive companies, Tesla can offer a more direct, informative and intimate buying experience without the hassle usually associated with purchasing a new car.

But what exactly is this automotive trophy spouse, packing both brains and beauty in a tidy hybrid steel/aluminum body? Let's first take a brief look at its stablemate, the Model S, to see how we ended up with the Model 3 today.

It's hard to argue against the success of the company's Model S. On sale since 2012, the Model S is an attractively disguised hatchback packed with so much advanced technology it would make an iPhone X blush. Check the right boxes when ordering your S and it can be equipped to travel over 300 miles on a single charge. All while keeping the ace of embarrassing supercars from a stoplight hidden up its sleeve. Have you heard of Ludicrous Mode? It's a thing.

The Model 3 looks to package that technology in a more affordable and refreshingly simplistic way. The Model 3 will be offered in two levels. The car equipped with a standard battery will have a range of 220 miles and start at the aforementioned $35,000. For an additional $9,000, the range will be extended to 310 miles. Owners can charge at home, at destination chargers stationed at major points of interest, or at one of Tesla's 9,000+ Superchargers.

What is this Supercharger network? This is Tesla's way of offering public charging stations across the country to keep the motors whirring and the wheels turning on your journey. Additionally, if you were to plan a road trip in your Model 3 and utilized Tesla's Trip Planner, the navigation will route you through the vast network of these Superchargers. If your Model 3 is running low on battery life, plugging into a Supercharger for just 30 minutes will add up to 170 miles to your battery life's bottom line. Quelling the concerns of those suffering from range anxiety couldn't be easier.

The simplicity of the interior is hard to overlook. At first glance it seems that Tesla forgot to install a gauge cluster, a headlight switch, climate controls, and other things you would expect to find in a conventional car. However, a center-mounted 15" tablet controls and displays just about everything. The steering wheel, devoid of buttons save for a thumb wheel on either side, is pleasingly plain. The seats are comfortable. And the availability of a two-piece glass roof adds to the airiness of an already spacious cabin. Furthermore, over-the-air updates assure your Model 3 will benefit from whatever software enhancements Tesla releases without having to visit a Tesla service center for installation.

Out on the road, the instant surge of torque from the rear-mounted motor is endlessly entertaining. The suspension is firm, yet forgiving, and the steering is fast and accurate. For those accustomed to the dual motor bragging rights, a dual motor all-wheel-drive version is expected to be produced sometime this year.

The center-mounted screen with all the pertinent information drivers expect right in front of them takes some getting used to, but Tesla isn't the first to offset the "gauge set." The smaller size compared to the Model S also makes the Model 3 easier to navigate in city conditions. Autopilot, Tesla's driver assistance system, is offered, and works via an adaptive cruise control with forward radar, and a bevy of cameras and ultrasonic sensors mounted around the car to keep it within its lane and a safe distance from surrounding traffic.

Tesla's goal of offering an electrifying experience to a broader spectrum of people with their Model 3 has faced some delays in production. But once this upstart automobile company finds their stable footing, the sky will be the literal limit to what they can achieve. And that is worth hopping aboard the battery-powered bandwagon and riding off silently into the future.

Andreja P. Shin, "Every work of art starts with a vision."
Imagine the Possibilities

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