



31 May - 2 June, 2024 | Greenwich, CT

— 2024 —

# GREENWICH

CONCOURS D'ELEGANCE



HAGERTY 

# Contents



<b>4</b>	<b>Welcome</b>	<b>16</b>	<b>2024 Entrants</b>
<b>6</b>	<b>Schedule of Events</b>	<b>28</b>	<b>Concours Officials &amp; Judges</b>
<b>8</b>	<b>Committee &amp; Staff</b>	<b>38</b>	<b>2023 de Sport Winners</b>
<b>10</b>	<b>Grand Marshal: Steven Harris</b>	<b>48</b>	<b>2023 d'Elegance Winners</b>
<b>12</b>	<b>Concours de Sport</b>	<b>138</b>	<b>Hagerty Foundation</b>
<b>14</b>	<b>Class and Specialty Awards</b>	<b>146</b>	<b>Thank You</b>

## Features



**62**

### **62 115 Years of Morgan**

For 115 years, Morgans have exemplified quirky, lovable British charm.

### **72 The Cars of Bertone**

Cars from this coachbuilder were the definition of Italian Style for 50 years.

### **84 Pre-War Rolls-Royce**

The origin story of what became known as “The Best Cars in the World.”

### **96 Post-War Rolls-Royce**

After World War II, Rolls-Royce first struggled to survive, then thrived.



**104**

### **104 60 Years of Lamborghini**

For more than six decades, Lamborghini has been the epitome of style and speed.

### **114 Cars of De Tomaso**

Alejandro de Tomaso was responsible for some of the most exciting cars of his era.

### **122 Century Cycles**

Charting 100 years of revolutions and evolutions in motorcycles.

### **130 Road Racing Motorcycles**

At the beginning of the 1900s, motorcycles went from toys to racing machines.

For the love of driving.™

279 unread work emails  
aren't going anywhere  
this weekend.

But you can.



[loveofdriving.us/hagerty](https://loveofdriving.us/hagerty)

©2024 ExxonMobil. All trademarks used herein are trademarks or registered trademarks of Exxon Mobil Corporation or one of its subsidiaries. All rights reserved.





# Welcome



**AT LAST YEAR'S** Greenwich Concours, we tried something new—two uniquely different concours over the course of two days instead of the usual Sunday-only format. We hoped you would like it, and sure enough, you did. The feedback we received was overwhelming and affirming, and it looks as if we have started a new and treasured tradition.

Saturday's Concours de Sport will feature exciting cars from the world of motorsports spread over 18 classes, including "Cars of Alejandro de Tomaso" (the designer of the Vallerlunga, Mangusta, and Pantera); a special Corvette Sting Ray class; and Jaguar E-Types. You'll love it.

On Sunday, the traditional concours d'elegance takes center stage, featuring a meticulously curated selection of world-class vehicles. Classes include postwar American luxury cars of the '50s and '60s, prewar European and Rolls-Royce classics, Porsche Carreras, two motorcycle classes, and many more.

You don't want to miss Saturday's incredible Waterfront Party. You'll mingle with our Grand Marshal, entrants, judges, and fellow car lovers. At the same time, you'll be able to enjoy a special roving dinner and signature cocktails.



This year, we welcome Steven Harris as our Grand Marshal. A celebrated architect, professor, and car enthusiast, Harris teaches at the Yale School of Architecture. As founding partner of Steven Harris Architects, he has led an extensive range of residential, industrial, and commercial projects in the U.S. and abroad, including luxury design for Barneys and Dolce & Gabbana. Harris is known for his obsession with Porsches, particularly four-cam 356 Carreras and 911 RS models.

I'd like to thank everyone who helped put on this year's show. We deeply appreciate your energy, generosity, and support. We hope you enjoy this year's Greenwich Concours d'Elegance. I'll see you on the show field!

Onward and upward!

McKeel Hagerty

Chairman





# PERFORMANCE **AMPLIFIED**

Introducing the **NEW ARTURA SPIDER**. Super-lightweight materials. Advanced driver-focused technologies. Pioneering McLaren design and high-performance hybrid powertrain. The next generation Artura.





## Friday, May 31st

9:00 a.m.	Greenwich Grand Tour (limited to concours entrant vehicles only)
-----------	--

## Saturday, June 1st | Concours de Sport

6:30 a.m.	Vehicles arrive at the field
7:00 a.m.	Judges' meeting
8:00 a.m.	Early admission for media, concours participants, and VIP ticket holders Breakfast for concours participants and VIP ticket holders Judging commences
9:00 a.m.	Show opens to public
9:00 a.m.	Youth judging
9:00 a.m. - 2:00 p.m.	Hagerty Ride & Drive and Brand Alley
11:30 a.m. - 1:30 p.m.	Lunch for Saturday's entrants and VIP ticket holders
2:00 p.m.	Awards ceremony begins
3:00 p.m.	Show ends
6:30 p.m.	Waterfront Party in Club Greenwich on the show field

## Sunday, June 2nd | Concours d'Elegance

7:00 a.m.	Vehicles arrive at the field
8:00 a.m.	Judges' meeting
9:00 a.m.	Early admission for media, concours participants, and VIP ticket holders Club Greenwich opens Judging commences
10:00 a.m.	Show opens to public Hagerty Youth Judging
10:00 a.m. - 3:00 p.m.	Hagerty Ride & Drive and Brand Alley
11:30 a.m. - 1:30 p.m.	Lunch for Sunday's entrants and VIP ticket holders
2:30 p.m.	Awards ceremony begins
4:00 p.m.	Show ends



# Make Your Move

Buy from \$69,900<sup>1</sup>

# LUCID

\* See Lucid's website or contact us for more details and limitations.

<sup>1</sup> Excludes tax, title, license, options, destination and documentation fees. Vehicle shown here with optional features.



# 2024 Committee and Staff



Chairman

**McKeel Hagerty**

Vice Chairman

**Matt Orendac**

Senior Hospitality Coordinator

**Hillary Ascroft**

Operations Director

**Cam Corteggiano**

Entrant and Judge Manager

**Jennifer Grosse**

Sponsorship Senior Manager

**Nicolle Girard**

Sponsorship Director

**Maya Bargar**

Event Administrator

**Tara Noftz**

Volunteer Coordinator

**Bill Fassbender**

Master of Ceremonies

**Justin Bell**

**Bill Rothermel**

On Field Interviews + Tours

**Ramsey Potts**

Chief Judge

**Ken Gross**

Assistant Chief Judge

**Nigel Matthews**

Honorary Chief Judge

**Dr. Paul Sable**

Honorary Judge

**Ed Welburn**

Specialty Judges

**Wayne Carini**

**Judy Stropus**

Selection Committee

**Tom Cotter**

**Dennis David**

**Steven Fong**

**Leland Graham**

**Ken Gross**

**John Lawless**

**Mark Lizweskie**

**Tim McNair**

**Lowell Paddock**

**Andy Reid**

**Dr. Paul Sable**

**Rich Taylor**

**Lake Underwood**

**Charlie Vrana**



IT'S  
**MORE**  
THAN A  
*feeling*



The sense of warmth and camaraderie from dedicated staff.

The thrill of becoming awestruck as you arrive at a fabled destination for the first time.

The joy of celebrating life, with indulgent cuisine.

*It's the personal experiences that will last a lifetime.*

RECEIVE **\$200 SHIPBOARD CREDIT** | BOOK BY JUNE 30, 2024  
CALL **855-OCEANIA** (855-623-2642) | VISIT **OCEANIACRUISES.COM**  
CONTACT YOUR TRAVEL ADVISOR

THE FINEST CUISINE AT SEA®  
CURATED TRAVEL EXPERIENCES.  
SMALL SHIP LUXURY.

**OCEANIA**  
CRUISES®  
YOUR WORLD. YOUR WAY.®

# 2024 Greenwich Concours Grand Marshal

## Steven Harris

The Greenwich Concours d'Elegance is pleased to introduce its 2024 Grand Marshal.

Written By Lowell Paddock





**YOU MIGHT BE** excused for thinking that architect Steven Harris's admiration of Porsche's rare and specialized 356 Carreras (named for Porsche's success in the Carrera Panamericana) would derive from their appearance. In fact, it was actually their smell—that unique admixture of oil, gasoline, leather, and steel—that seared them into his imagination at age eight, with his uncle's purchase of a 1958 356 A coupe.

Today, Steven works as an architect in global demand, while at the same time maintaining a professorship at the Yale School of Architecture. His work has been widely published and has garnered numerous awards. His firm has been included in the *Architectural Digest* AD100, the *Elle Décor* A List, Interior Design's Hall of Fame, and the *Luxe Magazine* Gold List. He and his husband, Lucien Rees Roberts, divide their time between New York, California, and an island off the Dalmatian Coast.

Steven's success as an architect endowed a very specialized interest in the 356 Carrera GS and GT, of which six are on display here today. His love—he might say obsession—for them sprang not just from their smell, but also from the sound of the Ernst Fuhrmann-designed Type 547 dual-overhead-cam, 1.5-liter flat-four cylinder

that has made them the most sought-after of early Porsches. "I was at a shop that had five different Carreras," he recalls. "We started them all, and each had a unique sound. They could run up to 7000 rpm, which for 1956 was phenomenal."

Steven harbors a particular affection for the Speedster variant of the 356, a lower-cost model developed at the urging of New York importer Max Hoffman. It is what Steven calls their "odd combination of minimalism and sensuality," together with sophisticated road manners, that fuels his attraction to the ultra-rare Carrera variant. "I think of them as 'ostentatiously modest.' They're not flashy, but if you know what you are looking at, then you know what special cars they are. There are very few cars built in the Fifties that are as good to drive."

Though the Type 547 engines are known for their complexity and can alone today sell for well into six figures, Steven doesn't hesitate to exercise his on rallies, where he once managed to get a 110-mph speeding ticket. But he also has great respect for their history and legacy. "These are rare cars with interesting stories. But I don't think of myself as owning them. I'm the caretaker until the next owner comes along." //

## Celebrating cars from and inspired by motorsports

Rooted in the Amelia Concours d'Elegance tradition of naming two Best of Show winners—one from the world of motorsports and another chosen for its pure elegance—Saturday's Greenwich Concours de Sport is curated to complement Sunday's traditional Concours d'Elegance with a celebration of cars from and inspired by the world of motorsports. This exciting event introduces vehicles to the show-field lawns, including standouts from the 1980s, 1990s, and 2000s, which are rarely celebrated on the grand stage of world-class concours.

Concours de Sport car classes include 50s Era Customs and Corvette Sting Rays 1963–1967. All series of the Jaguar E-Type will be represented, and we will recognize the cars of Alejandro de Tomaso.

Saturday's Concours de Sport is also a celebration of the local community, with three classes of vehicles specifically chosen from local collectors. Cars of Greenwich Avenue highlights some of the most exciting vehicles from Greenwich, Connecticut, and surrounding towns. Curated in partnership with the leadership team of Greenwich Cars & Coffee, this class is a tribute to the beautiful seacoast town and the wonderful



people who call it home. In addition, Race Cars of Thompson Speedway features cars that have raced at the historic Thompson Speedway in Thompson, Connecticut. Finally, Callaway Performance Cars is a featured class of vehicles selected to represent the amazing cars produced by the company with roots in Old Lyme, Connecticut.

Students between the ages of 8 and 14 will have the opportunity to participate in Hagerty Youth Judging. The young judges are guided through the show field as a group to pre-selected Concours de Sport vehicles and are provided with the opportunity to interact with owners and learn details, history, and fun facts about each of these entries.

We are grateful for your continuing support of the Greenwich Concours de Sport and hope that you enjoy the event.

Matt Orendac

**Vice Chairman, Concours Group**

# BROAD ARROW | Auctions

## 1998 RUF CTR II

Estimate: \$2,200,000 - \$2,500,000



## 1973 Ferrari Dino 246 GTS

Estimate: \$450,000 - \$550,000



## 1955 Mercedes-Benz 300 SL Gullwing Coupe

Estimate: \$1,500,000 - \$1,800,000



## 2006 Ford GT

Estimate: \$450,000 - \$550,000

REGISTER TO BID

**THE MONTEREY JET CENTER**

15 - 16 AUGUST 2024

A **HAGERTY** COMPANY

[broadarrowauctions.com](http://broadarrowauctions.com) → +1 313 312 0780



# 2024 **Concours de Sport Class/Awards** //

## **Saturday** **Concours de Sport**

Cars of the Grand Marshal
The Cars of Alejandro de Tomaso
Youngtimers (80 and 90s customized cars)
Japanese Sports Cars
Porsche Racks Class
Corvette Class - Sting Ray 1963-1967
Rally Cars
Jaguar E-Type
50s Era Customs
Cars of Greenwich Avenue Class
Race Cars of Thompson Speedway
Callaway Performance Cars
Hot Hatches
Sport Trucks
Performance Station Wagons
Next Gen Superbikes of the 90s
Mini & Micro Cars Pre-1968
Morgan

## **Saturday** **Specialty Awards**

Sweetest Shine Award
Hagerty Youth Judging Award
Honorary Judges Award
Media Choice Award
Best Restoration
Roger Sherman Baldwin Park Award
People's Choice Award
Spirit of Motoring Award
The Fully Charged Award presented by Battery Tender
The Grand Marshal's Award
Sponsors' Choice Award
Best Performance Car Award
Best in Show Concours de Sport

# 2024 **Concours d'Elegance Class/Awards**

## Sunday **Concours d'Elegance**

Cars of the Grand Marshal
Bertone
Pre-War European Classics
Pre-War Classics American
Pre-War Classics Rolls-Royce
Post-War American - Luxury Cars of the 50s
Post-War American - Luxury Cars of the 60s
Post-War Italian Sports
Post-War English Sports
Post-War German Sports
Muscle/Performance - Ultimate Drivetrains
Cars of the 1964 Dealerships
Porsche Carrera
Lamborghini 60th Anniversary Class
Supercars
Century Motorcycle Class
Road Racing Motorcycle Class
Post-War Rolls-Royce

## Sunday **Specialty Awards**

The Grand Marshal's Award
Chowder Award
Honorary Chief Judge's Award
California Mille Dream Car
Malcolm Pray Award
Lime Rock Award
Chief Judge's Award
Chairman's Award
Founder's Award
Wayne Carini's The Chase Award
Timeless Elegance Award
Brock Yates Memorial Award
Distinguished Motorcar Award
Hagerty Drivers Foundation National Automotive Heritage Award
Preservation Award In Honor of Dr. Fred Simeone
Hagerty Youth Judging Award
People's Choice Award
The Best Sounding Car presented by Ernie Boch Jr.
Best in Show Concours d'Elegance

## 50s Era Customs

### 1951 Mercury Series 1CM

Wayne Carini

### 1936 Ford Model 68

Jimmy Summers

### 1955 Chevrolet Bel Air

Mr. and Mrs. Jeffrey B. Goldstein

### 1957 Chevrolet 210

Tim McMann

### 1950 Fred Steele Mercury Custom Coupe

The Lenox Family

### 1951 Ford Custom Deluxe

Dan and Lisa Johnson

### 1941 Ford Super Deluxe

Randy Bianchi

---

## Callaway Cars

### 1994 Chevrolet Corvette

David Johnson

### 1988 Chevrolet Corvette

David Lloyds

### 1990 Chevrolet Corvette

Jonathan Wappel

### 1991 Chevrolet Callaway Corvette Spider

David Reis

---

## Cars of Greenwich Avenue Class

### 2004 Ferrari 360

Greenwich Cars & Coffee

### 2019 Lamborghini Aventador SVJ

Jagdish Tewani

### 2011 Ferrari 599 GTO

Gary A. Pezzella

### 2017 Ferrari F12tdf

Ronald Dickerman

### 2005 Porsche Carrera GT

Rolla

### 2015 Bugatti Grand Sport

David Reis

---

## Corvette Class - Stingray

### 1967 Chevrolet Corvette

Judy Schwartz

### 1966 Chevrolet Corvette

Anthony Brienza



## **1963 Chevrolet Corvette**

John Valvo

## **1963 Chevrolet Corvette**

Jerry Mattera

## **1963 Chevrolet Corvette**

Andy and Nancy Cannizzo

## **1964 Chevrolet Corvette**

Phil Schwartz

## **1967 Chevrolet Corvette**

Vito Mercurio

## **1966 Chevrolet Corvette**

Peter Martin

---

## **E-Type Class**

### **1966 Jaguar E-Type**

Joseph G. Feghali, MD

### **1967 Jaguar E-Type**

John Gendelman

### **1971 Jaguar E-Type**

Matthew Peluso

### **1973 Jaguar E-Type**

John J. Connolly

### **1970 Jaguar E-Type**

Denis Donohue

## **1972 Jaguar XKE Series III**

Dennis Mamchur

## **1967 Jaguar E-Type**

James & Corrine Vollmuth

---

## **Hot Hatches**

### **1989 Shelby CSX VNT #1**

1989 Shelby CSX VNT #1 of 500

### **1983 Volkswagen Rabbit**

Gary Bossert

### **1985 Opel Monza**

Jay Harman

### **1984 Nissan 300ZX Anniversary Edition Turbo**

Donald Falcone

---

## **Japanese Sports Cars**

### **2023 Toyota GR Corolla**

Connor Lipe

### **1997 Acura Integra**

1600 Veloce

### **1972 BMW 2000**

BMW 1972 2000tii Touring

### **1985 Toyota Celica Supra**

Phil Ginsberg

---

## **2001 Acura Integra**

Matthew DeMarinis

## **1978 Datsun 280Z**

Michael J. Falcone

## **1972 Datsun 240Z**

Marc Moreau

## **1978 Datsun 280Z**

Ann M. Fagan

## **1992 Nissan Skyline**

Car Shop Pursuit

## **2002 Acura NSX-T**

Roger P Matles

---

## **Mini & Micro Cars Pre-1968**

### **1967 Austin Mini Cooper**

Alain Waksenboim

### **1958 King Midget Model #3**

Stephen Pearlman

### **1946 Crosley CC Sedan**

Dennis David

### **1935 Morris Eight**

Rich Taylor

### **1965 Toyota Publica**

Samuel Carbaugh, Colonel, USAF, Retired

## **Morgan Class**

### **2023 Morgan Super 3**

Morgan Motors of New England

### **2005 Morgan Roadster**

Bob Mitchell

### **2010 Morgan Aero**

Scott Spiro

### **1964 Morgan Plus 4 Plus**

Shelley and Bruce Menkowitz

### **1961 Morgan Plus 4**

Murray Smith

### **1971 Morgan Plus 8**

Bob Britton

### **1957 Morgan Plus 4 Four Seat**

Stephanie and Spider Bulyk

### **1934 Morgan Super Sports**

Marc Wunderman

### **1956 Morgan Plus 4**

Shelley and Bruce Menkowitz

## Next Gen Superbikes

### 1992 Ducati 900 Superlight

Christopher and Lisa Minks Collection

### 1990 Gallina Quattro 750

Team Obsolete

---

## Porsche Racks Class

### 1961 Porsche 356B Super 90

Trish Serratore

### 1986 Porsche 911

Richard Mendoza

### 1959 Porsche 356A

Ken Vaughan

### 1986 Porsche 944

Josh Goldflam

### 1979 Porsche 911

Stray Dog Classics

---

## Racecars of Thompson Speedway

### 1949 Allard J 2 Prototype

Gerald Lettieri

### 1953 PBX H Modified

Santi Spadaro

### 1937 Chevrolet Modified Racing Coupe

Greg Gilbert

### 1958 Austin-Healey MK1

George Dragone

### 1976 Ford Pinto Asphalt Modified

#19 Moose Hewitt Pinto Modified

### 1968 Porsche 912

Kobus Reyneke

### 1937 Pontiac #18 Modified Race Car

AJ Kitzen

---

## Rally Cars

### 1956 Porsche 356A

Ed Hyman

### 1998 Subaru WRC

Abi

### 1965 Mercedes-Benz 190 Fintail

Edward Owen

### 1985 Porsche 944

Shirley Breaux



## Sport Trucks

### 2021 Dodge Durango

Chris

### 1981 Toyota Trekker

Al Mazza

### 1979 Dodge Lil' Red Express

Jeffrey Brown

### 1992 GMC Typhoon

1992 GMC Typhoon

### 2003 Ford Lightning

Louis Santaniello

### 2015 Dodge Ram SRT10

Ralph & Sharleen Barbagallo

### 2006 Chevrolet SSR

Charles Mallory

---

## Station Wagons

### 1960 Buick Invicta Custom

Alan Randmae

### 2014 Cadillac CTS-V

Wayne Carini

### 1996 Volvo 960

Wayne Carini

### 1960 Mercury Colony Park

Wilburn Bonnell

### 1968 Chevrolet Caprice

Rick Moroso

### 1972 Ferrari 365 GTB/4

### Shooting Brake

Beth Gould

---

## The Cars of Alejandro de Tomaso

### 1972 De Tomaso Pantera

Matthew Peluso

### 1989 Maserati Spyder

Jeffrey Lees

### 1991 De Tomaso Pantera 90 Si

The Cultivated Collector

### 1974 De Tomaso Pantera

Christopher Turner

### 2000 Qvale Mangusta

David Dweck

### 1983 De Tomaso Deauville

Jack Bart

### 1970 De Tomaso Mangusta

Warren Seifer

## **1974 De Tomaso Pantera**

De Tomaso Pantera

---

## **Youngtimers**

### **1986 Mercedes-Benz 500SEC 6.0 AMG Widebody**

Patina Collective

### **1992 Mercedes-Benz 560SEC Cabriolet Coach Work by SGS**

Patina Collective

### **1983 Mercedes-Benz 1000SEC Coach Work by SGS**

Patina Collective

### **1985 Lamborghini Countach**

Daniel and Linn Ringelstein

### **1987 Mercedes-Benz 560SEC by KOENIG SPECIALS**

Patina Collective

### **1983 Mercedes-Benz 300GD**

Patina Collective

### **1993 Mercedes-Benz 500E 6.0 Hammer**

Patina Collective

### **1985 Porsche DP 935 II**

Daniel and Linn Ringelstein





## Bertone

### 1956 Arnolt-Bristol Bolide

Charles Schoendorf

### 1971 Alfa Romeo Montreal

Dave Garfinkel

### 1975 Ferrari Dino 308 GT4

Erol Cichowski

### 1967 Fiat 850

Jon S. Rand

### 1964 Iso Rivolta

Richard Lincoln

### 1967 Alfa Romeo Giulia Sprint

Steven Eickelbeck

### 1954 Aston Martin DB2/4

Don Bernstein and Patt Taylor

### 1967 Fiat Dino Coupe

Jon S. Rand

---

## Cars of the 1964 Dealerships

### 1964 Vespa GS 160

1964 Vespa GS

### 1965 Ford Mustang

Thomas Miele

### 1964 Porsche 356

Andrew Benenson

### 1964 Pontiac GTO

1964 GTO

### 1963 Ferrari 250 GTO

Scuderia N. E.

### 1964 Aston Martin DB5

Andrew Benenson

---

## Century Motorcycle Class

### 1923 Ace EXP 3 Record

### Setting Sidecar Motorcycle

1923 Ace Motorcycle EXP 3

### 1923 Ace EXP 4 Record Setter

1923 Ace Experimental Sidecar Record  
Setting Motorcycle

### 1920 Indian Powerplus

Shawn McLean

### 1867 Roper Steam Cycle

William Eggers

### 1885 Daimler Reitwagen

William Eggers

## Lamborghini

### **2000 Lamborghini Diablo GT**

David Reis

### **2003 Lamborghini Murciélago**

Roger Marcon

### **1965 Lamborghini 350 GT**

Bradley and Rebecca Chase

### **1997 Lamborghini Diablo SV**

Michael Dabney

### **2015 Lamborghini Aventador**

ACI DYNAMIX

---

## Muscle/Performance - Ultimate Drivetrains

### **1970 Buick GS**

Carl Rychlik

### **1963 Plymouth Sport Fury**

Michael Sobotka

### **1970 Chevrolet Chevelle**

Larry Lombreglia

### **1970 Pontiac GTO**

Raymond DeCrescenzo

### **1969 Ford Mustang**

Ford 1969 Mustang Mach1 428 SCJ Drag  
Pak Car

### **1969 Mercury Cyclone CJ**

Larry Chernow

### **1969 Pontiac Firebird**

Bruce Eilenberger

### **1970 Dodge Challenger R/T**

Robert & Joan Conca

---

## Porsche Carrera

### **1971 Porsche 911**

Fred Donner

### **1955 Porsche 356 Carrera Speedster**

Benjamin & Robert Edwards

### **1973 Porsche Carrera RS**

The HK Motorcars Collection

### **1958 Porsche 356A**

Tom Miller

### **1957 Porsche GT/GT Carrera Speedster**

Jerry Charlup

### **1963 Porsche Carrera 2**

Thomas and Kristin Zarrella

### **1958 Porsche 356A**

Gene Langan



## Post-War American - Luxury Cars of the 50s

### 1957 Mercury Turnpike Cruiser

Scott Nickett

### 1956 Cadillac Coupe DeVille

Hollywood Nick Pagani

### 1957 Cadillac Eldorado

Tom Rotella

### 1956 Packard 400

Gary DellaVecchio

### 1957 Continental Mark II

David Kraus

### 1959 Cadillac Eldorado

Kathryn Kalikow

### 1957 Cadillac Series 62 Convertible Coupe

Jim and Lynn Verraster

### 1959 Cadillac Coupe DeVille

Chris Santomero

### 1961 Imperial Crown

Scott Nickett

### 1962 Imperial Crown

Charles Mallory

### 1963 Lincoln Continental Convertible

Owen Clarke

### 1964 Chrysler Imperial

Winthrop Baum

### 1960 Oldsmobile 98

Joseph S. Raia

### 1968 Cadillac DeVille

Mike Accardi

### 1965 Cadillac Fleetwood Sixty-Special

Frank Nicodemus

### 1960 Buick Electra 225

Michael Francioni

---

## Post-War English Sports

### 1955 Jaguar XK140

Michael Lucas

### 1952 Jaguar XK120

Michal Kovac

### 1962 MG MGB Roadster MK 1

Robert Lineburg

### 1961 Daimler SP250

Al Warner

### 1963 Triumph Herald

Fred Zell

## Post-War German Sports

### 1960 Porsche 356B (T5)

Bill Dermody III

### 1968 Porsche 911L

Pascal A. J. Maeter & Cecilia A. Loftus

### 1970 Mercedes 280SL

Betsy Galindo

### 1952 Porsche 356

Rogério

### 1960 Auto Union 1000 SP

Rob & Clare DiNuzzo

### 1954 Mercedes-Benz 220 Coupe

Frank & Nick Cirillo

### 1965 Mercedes-Benz 230SL

John Betsch

### 1969 Mercedes-Benz 280SL

Thomas and Kristin Zarrella

---

## Post-War Italian Sports

### 1953 Cisitalia 808XF

Cisitalia 808XF

### 1965 Iso Rivolta

John R. Gailey III

### 1967 Ferrari 330GTC

Kenny Orr

### 1961 Maserati 3500GT

Richard Morash

### 1959 Alfa Romeo 2000 Touring

Gary A. Pezzella

### 1948 Alfa Romeo 6C 2500

Paul C. Wilson

### 1972 Ferrari Dino 246GTS

Gregory Lane

### 1972 Ferrari Dino 246GT

Private Collection

---

## Pre-War Classics American

### 1931 Cadillac 452A

Leigh Brent

### 1932 Packard 905

Don Mongitore

### 1931 Cadillac 370A

Concours d'Elegance Greenwich

### 1940 Packard Town Car Limo

Robert Danielson





## Pre-War Classics European

### 1939 Matford Convertible

The Marano Collection

### 1935 Matford Roadster

The Marano Collection

### 1934 MG PA

Al Warner

### 1935 Triumph Southern Cross

Dennis Mamchur

---

## Pre-War Classics Rolls-Royce

### 1909 Rolls-Royce 40/50

#### Silver Ghost

Jay Miller

### 1915 Rolls-Royce Dragonfly

Tom Maoli

## Road Racing Motorcycle Class

### 1948 Velocette KTT

Randy Hoffman

### 1990 Yamaha TZ-500 Spondon

Albert Bold

### 1982 Suzuki RGB500 MK7

Martin Morrison

### 1968 Seeley Matchless (replica) G50

Kenny Cummings

### 1967 Benelli Grand Prix: Ex-Renzo Pasolini

Team Obsolete

### 1976 MV Agusta Grand Prix 350 four-cylinder, 16 valve, DOHC

Team Obsolete

### 1994 Britten V1000

Bob Robbins

### 1972 Ducati Imola 750 Factory Racer

Bob Robbins

## Rolls-Royce Post-War

### **1948 Rolls-Royce Silver Wraith**

1948 Rolls Royce

### **1979 Rolls-Royce Silver Wraith II**

Dennis David

### **1979 Rolls-Royce Corniche I**

M S Koly

### **1964 Rolls-Royce Silver Cloud III**

Alexander L Prisco

### **2008 Rolls-Royce Phantom**

Robin Alpaugh

### **1996 Rolls-Royce Silver Spur**

Dwayne Heckert

## Supercars

### **2019 McLaren Senna**

Teddy Vlock

### **2017 Ferrari F12tdf**

Bob Kerekes

### **2023 SSC Tuatara Striker**

The HK Collection, HK Motorcars

### **2023 Kimera EVO 37**

The HK Collection, HK Motorcars



## **Ken Gross** | Chief Judge

Former executive director of the Petersen Automotive Museum in Los Angeles, Ken is an award-winning automotive journalist. He's written 24 automotive books and has contributed to nearly every car magazine you've ever enjoyed reading. He's been a chief class judge for 30 years at the Pebble Beach Concours d'Elegance and serves on its Selection Committee. Ken has guest-curated 12 critically acclaimed automotive exhibitions in art museums from Atlanta to Portland.





## **Nigel Matthews** | Assistant Chief Judge

Nigel is a founding member of the International Chief Judge Advisory Group. He has been in the automotive industry for 44 years, serving the first 20-plus years as a Red Seal–licensed technician working on Rolls-Royce and Ferraris, and the remaining years in the classic-car insurance business. He joined Hagerty Canada in 2010 and is currently the global brand ambassador, judging at concours events around the world.



## **Dr. Paul Sable** | Honorary Chief Judge

Paul is a university professor, an automotive historian and collector, and a car enthusiast, serving as head judge or class judge at almost every concours in the U.S. He collects hybrid cars of the 1950s, and he is an expert on Ghia cars and early concept cars. He has been a judge at the Greenwich Concours every year since it began. In 2015, Paul marked his retirement as chief judge after more than 15 years.



## **Ed Welburn** | Honorary Judge

Ed was named VP of GM Design North America in October 2003, becoming just the sixth Design leader in GM history. He oversaw the development of GM products like the Corvette, Escalade, and Camaro. Today he is president of The Welburn Group and founder/CEO of Welburn Media Productions. He is the only automobile designer to have his archives housed in the Smithsonian. He's also developing a film about African-American race car drivers in the 1920s and 1930s.





## Kim Barnes

**Area of Expertise:** British, Corvette, muscle cars, Porsche 911 and 924/944/968/928, postwar American, luxury 60s

**Profession/Affiliations:** AACA, NCRS, PCA, AMOC. Profession: Michelin North America, Manager Vintage Tires & Specialty Products

**Fun Fact:** Started a business in elementary school restoring and selling Schwinn Krate bicycles

---

## Don M. Breslauer

**Area of Expertise:** Sports and racing cars

**Profession/Affiliations:** Car constructor

**Fun Fact:** Still play with cars

---

## Wayne Carini

**Area of Expertise:** Cars and motorcycles

**Profession/Affiliations:** Historic automotive restoration expert, host of *Chasing Classic Cars*; CCCA, AACA, columnist for *Hagerty Drivers Club* magazine

**Fun Fact:** I started my career while still in grade school, working on classics including Duesenbergs, Lincolns, Packards, and Ford Model As

## Brian Cotter

**Area of Expertise:** Modern classics, AMG, British sports cars

**Profession/Affiliations:** Mercedes-Benz USA AMG Business Development

**Fun Fact:** Races a vintage Formula Vee

---

## Tom Cotter

**Area of Expertise:** Sports cars, race cars, hot rods, Shelybys/Cobras, woodies

**Profession/Affiliations:** Author, host of the Hagerty series *Barn Find Hunter*

**Fun Fact:** I have driven the Grave Digger Monster Truck!

---

## Dennis David

**Area of Expertise:** Rolls-Royces

**Profession/Affiliations:** Owner, Vintage Motorcar Enterprises

**Fun Fact:** Only person in the world with memberships to the Rolls-Royce Owners Club and the Crosley Club of America!

## Christopher DeMarey

**Area of Expertise:** Prewar classics and American muscle

**Profession/Affiliations:** Stonewall Insurance Group, CCCA, Springfield to Boston Education Foundation, 15+ years judging experience

**Fun Fact:** The first car I drove was a Ford Model T snowmobile.

---

## Jeffrey DeMarey

**Area of Expertise:** Prewar and 60s muscle

**Profession/Affiliations:** CCCA, VSCCA, insurance agent for Hagerty

**Fun Fact:** I started a charity to help get the younger generation involved with cars: [www.springfieldtoboston.com](http://www.springfieldtoboston.com)

---

## Alexandra Domar

**Area of Expertise:** Postwar European sports cars

**Profession/Affiliations:** Restoration technician at Rare Drive; McPherson College alum, Pebble Beach Concours, Cavallino Concours, PCA, 356 Registry, NTHS

**Fun Fact:** I have worked on cars from every decade since 1900

## Keith Duly

**Area of Expertise:** Prewar competition and European sports. Postwar Italian

**Profession/Affiliations:** Retired aerospace engineer

**Fun Fact:** My wife does not count my cars and I don't count her horses!

---

## Jeffrey Goldstein

**Area of Expertise:** Hot rods, customs, 1960s and 1970s American cars, car restoration and preservation

**Profession/Affiliations:** Founder, Piston Palace Museum

**Fun Fact:** Most recent project was merging a bumper car onto a golf car chassis, just for fun!

---

## Somer Hooker

**Area of Expertise:** Motorcycles

**Profession/Affiliations:** ICJAG Board, AMCA, VOC

**Fun Fact:** First person to ride a motorcycle around the Parthenon replica in Nashville



## David Kinney

**Area of Expertise:** Postwar European, American 1950s-1960s-70s, Italian exotics

**Profession/Affiliations:** Appraiser, founder and publisher of *Hagerty Price Guide*

**Fun Fact:** Thinks sprinkles on ice cream is an abomination

---

## Chris Kramer

**Area of Expertise:** Pre- and postwar European sports cars

**Profession/Affiliations:** Automotive historian and appraiser

---

## John Lawless

**Area of Expertise:** Motorcycles

**Profession/Affiliations:** Business owner

**Fun Fact:** I recently interviewed author and racer Sir Alan Cathcart for the Vintagent.com

---

## Mark Lizewskie

**Area of Expertise:** Prewar American and European classics, micro cars

**Profession/Affiliations:** Executive Director Rolls-Royce Owners' Club and Rolls-Royce Foundation

**Fun Fact:** I daily-drove a smart Fortwo for 12 years and 280,000 miles!

---

## Tim McNair

**Area of Expertise:** Postwar European, supercars

**Profession/Affiliations:** Concours preparer

**Fun Fact:** Still play with toy cars!

---

## Mark Moskowitz

**Area of Expertise:** Race cars, muscle cars, postwar British sports cars

**Profession/Affiliations:** Journalist *Sports Car Market*, ConceptCarz.com; vice chairman b.o.d. Motorsports Hall of Fame

**Fun Fact:** Taught four children to drive in a Lotus 7

---

## Phil Neff

**Area of Expertise:** Prewar European and American coachbuilt cars

**Profession/Affiliations:** American Society of Appraisers

**Fun Fact:** I corresponded with designer Gordon Buehrig when I was a kid

---

## Whitney Overocker

**Area of Expertise:** Prewar American

**Profession/Affiliations:** Owner of WhitneyArtist.com, member of CCCA New England Region

**Fun Fact:** Co-chair of CCCA Caravan in September 2025

---

## Lowell Paddock

**Area of Expertise:** Postwar British and European sports and GT cars; postwar American cars; Japanese sports cars

**Profession/Affiliations:** Executive director, the Lime Rock Concours; contributing editor *Sports Car Market*; marketing consultant

**Fun Fact:** I worked in China for eight years!

---

## Nick Pagani

**Area of Expertise:** Postwar General Motors, specifically Cadillacs and Buicks. Step-down Hudsons, Edsels

**Profession/Affiliations:** Own and operate Ace Auto. Family-owned and operated in New Rochelle, New York, since 1920. Picture car co-ordinator for film industry since 1984, member of the Screen Actors Guild. Buick Club of America senior master judge

**Fun Fact:** I have judged at the Greenwich concours since the second year of its inception, consecutively for 27 years. I have had mail delivered to my house addressed only as “The House With All The Cool Old Cars.”

## Lily Pray

**Area of Expertise:** Porsche, British

**Profession/Affiliations:** PCA, RMPC, RMTCC, Bugatti Club

**Fun Fact:** Learned to drive in a dune buggy that we still own

---

## Portia Pray

**Area of Expertise:** Postwar German

**Profession/Affiliations:** Rocky Mountain Porsche Club and Porsche Club of America

**Fun Fact:** I learned to drive on the same car my mom learned on

---

## Larry Printz

**Profession/Affiliations:** Classic Car Club of America, International Motor Press Association, Southern Motor Press Association, Society of Automotive Historians

**Fun Fact:** I’m not just an auto writer, I’m a cartoonist!





## Chuck Queener

**Area of Expertise:** Racing cars and Ferraris

**Profession/Affiliations:** Designer and illustrator  
Amelia Island, Ferrari Club of America

**Fun Fact:** I was just made an honorary member of the Ferrari Club France

---

## Bill Scheffler

**Area of Expertise:** Rally cars, Jaguar E-Types, performance wagons, postwar 1950s and 1960s luxury, English sports cars, Cars of 1964

**Profession/Affiliations:** Numerous marque clubs: 300SL, Jaguar, Alfa Romeo, NSX; rallies including Mille Miglia, Colorado Grand, Copperstate; SCCA, VSCCA

**Fun Fact:** My dad took me on my first rally around 1960; we drove a VW Beetle

---

## Jonathan Stein

**Area of Expertise:** Sports and racing, European custom coachwork, pre- and postwar European

**Profession/Affiliations:** Society of Automotive Historians, International Motor Press Association, AACA, CCCA, MG Car Club, North American MGA Register, MGCC V8 Register

**Fun Fact:** I once crossed the Mojave Desert in early September with the heat on to limit my MG from overheating

---

## Judy Stropus

**Area of Expertise:** Wild and wacky cars, one-offs, race cars

**Profession/Affiliations:** Motorsports p.r./consulting, Motorsports Hall of Fame of America inductee. Race car driver

**Fun Fact:** I raced an OSCA Maserati in the 1970s, raced in the VW Cup series, SCCA Runoffs in 1979

---

## Susan Tatios

**Area of Expertise:** Prewar classics. Porsche, BMW, Jaguar

**Profession/Affiliations:** Office manager at Mike Tillson Motorcars

**Fun Fact:** Judged at major concours in the U.S., Europe, and Canada

---

## Jean Taylor

**Area of Expertise:** Automotive styling and design

**Profession/Affiliations:** Artist, photographer, art director, graphic designer, rally organizer

**Fun Fact:** Proclaimed a Hemmings Hobby Hero for “outstanding contributions to the collector car hobby.”

---

## Rich Taylor

**Area of Expertise:** Prewar sports and race cars, postwar Italian road and race cars

**Profession/Affiliations:** Writer, racer, restorer, editor, photographer, rally organizer

**Fun Fact:** Only person to be a judge at Greenwich Concours every year since it began in 1996.

---

## Michael Tillson

**Area of Expertise:** Porsche, Ferrari and American and European classics

**Profession/Affiliations:** Sales and evaluation of collector cars

**Fun Fact:** Built and drove race cars in the World Endurance Championship

## Rubén Verdés

**Area of Expertise:** Rolls-Royce, Bentley, prewar classics, Imperial

**Profession/Affiliations:** Editor of *The Classic Car*, *CCCA Bulletin*, and *SAH Journal*, Society of Automotive Historians; publisher of *Marque2Market* magazine; professional pantologist

**Fun Fact:** I’m a past president of the Rolls-Royce Owners’ Club

---

## Charles Vrana

**Area of Expertise:** American postwar, muscle cars, postwar Buick and Chrysler

**Profession/Affiliations:** Auto body and paint, heavy diesel repair and maintenance, Riviera Owners Association, Radnor Hunt Concours

**Fun Fact:** Lifelong car nut, collector of original, unrestored survivor cars since 1983

# **RELIABLE**

## **Carriers, Inc.**



## **COAST-TO-COAST COVERAGE**

Wherever Point A and Point B fall on a map, we have you covered. For 60+ years, Reliable Carriers has transported everything from dream cars to auto show fleets across the U.S. and Canada. With a lineup of 400+ transporters we have the specialized equipment to move your unique automobile.

We deliver service that stands apart, capability that stands above and peace of mind that comes through 5 million dollars of insurance and GPS tracking on every load.

**Reliable Carriers. Vehicles taken seriously.**

**800.521.6393**

[reliablecarriers.com](http://reliablecarriers.com)



PROUD SPONSOR OF THE HAGERTY GREENWICH CONCOURS D'ELEGANCE

**GREENWICH**  
CONCOURS D'ELEGANCE

# A Legacy of Excellence

Situated in the heart of Oakville, Far Niente stands as a revered Napa Valley estate with a rich history tracing back to 1885. Our iconic Napa Valley Cabernet Sauvignon is sourced from the finest appellations, revealing a distinctive signature style that has flourished through over four decades of mastery and dedication, embodying a true testament to our legacy.



96 POINTS  
JAMES SUCKLING.COM

*Far Niente*  
WINE ESTATES

FAR NIENTE | DOLCE | NICKEL & NICKEL | ENROUTE | BELLA UNION | POST & BEAM

©2024 FAR NIENTE WINE ESTATES. ALL RIGHTS RESERVED.



# 2023 Concours de Sport Winners

Photography by **Josh Sweeney, Nate Deremer, and Xander Cesari**







**Best in Show**

**Best in Class**

Carroll Shelby Centenary, Best Performance Car Award

## 1965 Ford GT40

Benjamin Levy



RADwood Street Cars Built for the Track  
**1991 Mercedes-Benz 190E**  
**16V-2.5 Evolution II**  
 Edward Owen



Front Engine Porsche  
**1977 Porsche 924**  
 Ann M. Fagan



Driven by Celebrity  
**1971 Stutz Blackhawk**  
 Robert Kerekes



JDM Performance  
**1992 Mazda RX-7**  
 Tom Nisco



Porsche Outlaws  
**1977 Porsche ROCS**  
**Panamericana 911** AKAROCS Studio  
 / ROCS Motorsports - Richard Goncalves



British Racing Green (English Modern)  
**1958 Austin-Healey Sprite**  
 David Silberkleit





Carroll Shelby Centenary  
**1966 Shelby GT350**  
 Adam Scheps



Japanese Sport Bikes  
**1982 Honda CX500TC 500 Turbo**  
 Brad Beers



On Fire (Rod & Customs)  
**1957 Chevrolet Nomad**  
 Mr. and Mrs. Jeffrey B. Goldstein



Cars of Greenwich Avenue (Curated in partnership with Greenwich Cars & Coffee)  
**2009 Spyker C8 Spyder**  
 2009 Spyker C8 Spyder



Practical Performance  
**1985 Land Rover 90 Station Wagon**  
 Breht Feigh



Corvette: America's Sports Car  
**1961 Chevrolet Corvette**  
 Phil Schwartz



Racing Legends (Cars of Lime Rock)

## 1957 Porsche Speedster

Lake C. Underwood II



Garage & Social (Curated in partnership  
with Bedford Hill, NY Garage + Social)

## 2005 Porsche Carrera GT

John Uglum





## Class Award

Driven by Celebrity

**1967 Aston Martin DB6 Volante**

Jason C. W Hancock

## Class Award

RADwood Street Cars Built for the Track

**1991 Chevrolet Camaro**

Mike Brienza

## Class Award

JDM Performance

**1993 Honda NSX-R**

The Cultivated Collector

## Class Award

Porsche Outlaws

**1985 Porsche Carrera**

Leonidas

## Class Award

British Racing Green

**1951 MG TD**

Alberto Araya

## Class Award

Porsche Outlaws

**1970 Porsche 914/6**

Jim and Kathy Foster

## Class Award

Front Engine Porsche

**1988 Porsche 928**

Henry Gioiella

## Class Award

Carroll Shelby Centenary

**1967 Shelby GT350**

William Wirth

## Class Award

British Racing Green (English Modern)

**1956 Jaguar XK 140MC**

Andrew Gold

## Class Award

Garage & Social (Curated in partnership  
with Bedford Hill, NY Garage + Social)

**2000 BMW Z8**

Matthew Tynan





## Class Award

Front Engine Porsche

**1992 Porsche 928**

Ryan Friedman Motor Cars

## Class Award

Practical Performance (Sport SUV)

**1973 Ford Bronco**

Jordan Sanders

## Class Award

Japanese Sport Bikes

**1983 Honda CX650T 650 Turbo**

Brad Beers

## Class Award

Japanese Sport Bikes

**1985 Kawasaki ZX750-E2 Turbo**

Brad Beers

## Class Award

RADwood Street Cars Built for the Track  
(Homologation Specials)

**1986 Ford RS200**

The Cultivated Collector

## Class Award

Cars of Greenwich Avenue (Curated in  
partnership with Greenwich Cars & Coffee)

**2008 Bugatti Veyron 16.4**

LAMA Holdings LLC

## Class Award

Cars of Greenwich Avenue (Curated in  
partnership with Greenwich Cars & Coffee)

**1971 Lamborghini Miura**

Russell S Lalli

## Class Award

Driven by Celebrity (Vehicles with  
celebrity owners or association)

**1970 Maserati Ghibli**

Ernie Boch, Jr.

## Class Award

Corvette: America's Sports Car

**1968 Chevrolet Corvette**

Gene Eistertz

## Class Award

Racing Legends (Cars of Lime Rock)

**1990 Ferrari 348 Challenge**

Jason Berkeley

**Class Award**

On Fire (Rod & Customs)

**1934 Ford Model 40**

Charles Padula

**Class Award**

Racing Legends (Cars of Lime Rock)

**1956 Porsche 356A**

Ed Hyman

**Class Award**

JDM Performance

**1991 Suzuki Cappuccino**

Juan Jose Ballarin

**Class Award**

Corvette: America's Sports Car

**1967 Chevrolet Corvette**

Phil Schwartz

**Class Award**

Carroll Shelby Centenary

**1965 Shelby Cobra 289**

Richard Myers

**Class Award**

Garage & Social (Curated in partnership with Bedford Hill, NY Garage + Social)

**1966 Chevrolet Corvette**

Peter Martin

**Class Award**

Practical Performance (Sport SUV)

**1977 Ford Bronco**

Jack Child

**Class Award**

On Fire (Rod & Customs)

**1922 Ford Dump Truck**

Joseph S. Raia



**Best Restoration**

**1961 Porsche 356B (T5)**

Craig Rosenman



**Honorary Judges Award**

**1972 Chevy Corvette**

Joe Barra



**Media Choice Award**

**1972 Chrysler Town & Country  
Station Wagon**

Henry & David Gioiella



**Roger Sherman Baldwin Park Award**

**1989 Land Rover Defender**

G. Lopilato



**Spirit of Motoring Award**

**1995 Porsche 911**

Leonard Y. Lee



**Sponsors Choice Award**

**1990 Lotus Esprit X180R**  
**racecar**

Ralph Stechow



**Sweetest Shine Award**

**1989 Ferrari 328 GTS**

Robert Matluck



**The Grand Marshal's Award**

**1995 Jaguar XJS**

Robert A.B. Baraf



**1989 Porsche 928 S4**

Ryan Friedman Motor Cars





# 2023 Concours d'Elegance Winners

Photography by Josh Sweeney, Nate Deremer, and Xander Cesari







Alfa Romeo Pre-war

## 1937 Alfa Romeo 8C

Lawrence Auriana





Woodies  
**1940 Ford Standard Woodie Station Wagon**  
 Henri M. David, Jr.



Alfa Romeo Post-war  
**1956 Alfa Romeo 1900**  
 Gary A. Pezzella



Muscle/Performance (High Impact Colors)  
**1970 Plymouth Cuda**  
 Robert & Joan Conca



Motorcycle - Best of Britain  
**1936 Brough Superior SS100**  
 Victor Olson



Motorcycle - Exotic Italian  
**1976 Laverda Jota**  
 Robert Machinist



Cars of 1963 Dealerships  
**1963 Studebaker Avanti R1**  
 Augustino and Jean Capasso



Post-war Italian GTs Limited Production  
**1967 Ferrari 365 California**  
 Peter S Kalikow



Post-war German Roadster  
**1970 Mercedes-Benz 280SL**  
 Joseph Faraldo



Supercars  
**1995 McLaren F1**  
 Scuderia N. E.



Post-war English  
**1993 Jaguar XJR-S**  
 Pascal A. J. Maeter & Cecilia A. Loftus



Post-war American Personal Luxury Cars  
**1966 Oldsmobile Toronado**  
 Paul Andreas



Porsche 356  
**1962 Porsche 356B Twin Grille Roadster**  
 Michael Schudroff





Beach Cars

## 1960 Fiat Jolly

Thomas & Kristin Zarrella



Brass - Steamcars

## 1911 Stanley Model 72 Special

Christopher Maloney



Pre-war Classics European

## 1929 Isotta Fraschini

Tom Maoli



East Coast Coachbuilder's Classics

## 1917 Locomobile 48

Dick Shappy





## Class Award

Porsche 356, Malcolm Pray Award

### **1957 Porsche 356A**

Jerry Charlup

## Class Award

Alfa Romeo Post-war

### **1967 Alfa Romeo 4R Zagato**

MotoResto Maine

## Class Award

Post-war American Personal Luxury Cars

### **1969 Pontiac Grand Prix**

#### **Model SJ**

Scott Mancini

## Class Award

Muscle/Performance (High Impact Colors)

### **1970 American Motors Rebel**

Terry Weiner

## Class Award

Muscle/Performance (High Impact Colors)

### **1970 Pontiac GTO**

Alex Ipiotis

## Class Award

Cars of 1963 Dealerships

### **1963 Volkswagen Beetle**

Freccia Brothers Garage

## Class Award

Motorcycle - Exotic Italian

### **1978 Moto Guzzi 850 Le Mans Series 1**

Robert Machinist

## Class Award

Motorcycle - Best of Britain

### **1937 Vincent-HRD Series A**

Christopher Candy

## Class Award

Post-war English

### **1949 Bentley Mark VI**

Fred Zell

## Class Award

Cars of 1963 Dealerships

### **1963 Daimler SP250**

Steven & Anita Busch



## Class Award

East Coast Coachbuilder's Classics

**1934 Packard 100S**

Philip Richter

## Class Award

Post-war Italian GTs Limited Production

**1965 Lamborghini 350GT**

Dave Piangerelli

## Class Award

Motorcycle - Exotic Italian

**1992 Bimota Tesi 1D**

Philip E Richter

## Class Award

Beach Cars

**1970 Meyers Manx Dune Buggy**

Kristy Sevag

## Class Award

Post-war German Roadster

**1988 Mercedes-Benz 560SL**

Ann M. Fagan

## Class Award

Pre-war Classics European

**1933 Rolls Royce 20/25**

**Shooting Brake**

John & Kathryn Harlow

## Class Award

Woodies

**1949 Packard Station Sedan**

The Marano Collection

## Class Award

Pre-war Classics European

**1935 Rolls Royce 20/25**

M S Koly

## Class Award

Alfa Romeo Post-war

**1971 Alfa Romeo Montreal**

Dave Garfinkel

## Class Award

Post-war German Roadster

**1963 Mercedes-Benz 190SL  
Roadster**

Gene and Marlene Epstein

**Class Award**

Beach Cars

**1974 Volkswagen 181 Thing**

Andrew O'Rourke

**Class Award**

East Coast Coachbuilder's Classics

**1931 Duesenberg Model J**

Alan Rosenblum

**Class Award**

Brass - Steamcars

**1900 Conrad Motor Carriage  
Model 60**

**Class Award**

Supercars

**2020 McLaren Sabre**

Sparky18888

**Class Award**

Brass - Steamcars

**1903 Locomobile Stanhope B**

Robert Sullivan

**Class Award**

Alfa Romeo Pre-war

**1933 Alfa Romeo 6C1750  
Gran Sport**

Bruce and Rebecca Vanyo

**Class Award**

Post-war American Personal Luxury Cars

**1963 Ford Thunderbird**

Cappuzzo Family Collection

**Class Award**

Motorcycle - Best of Britain

**1954 AJS 7r3**

Team Obsolete

**Class Award**

Post-war Italian GTs Limited Production

**1963 Ferrari Lusso 250 GTL**

Marti Kalko

**Class Award**

Supercars

**1996 Bugatti EB110**

GTMC Collection



# 2023 Concours d'Elegance Winners



## Class Award

Post-war English

**1965 Jaguar E-Type**

Wicker Francis

## Class Award

Porsche 356

**1962 Porsche 356 B**

Spindrift Classics

## Class Award

Alfa Romeo Pre-war

**1933 Alfa Romeo 8C 2300**

Lawrence Auriana

## Class Award

Woodies

**1953 Nash Rambler**

John Gagliardi





**Brock Yates Memorial Award**

**1969 Dodge Charger Daytona**

Ronnie Belletiere



**California Mille Dream Car**

**1950 Ferrari 195 Inter**

Roger and Sally Demler



**Chairmans Award**

**1961 Maserati 3500GT**

John Johnson



**Chief Judges Award**

**1964 Buick Riviera**

Richard & Linda Harvey



**Chowder Award**

**1936 SS100 Roadster**

Wayne Carini



**Distinguished Motorcar Award**

**1937 Rolls-Royce Phantom III**

Manny Dragone



**Founders Award**

## **1954 DeSoto Adventurer 2**

Linda and Paul Gould



**Hagerty Drivers Foundation National Automotive Heritage Award**

## **1927 Ford “Dick Williams”**

3 Dog Garage Collection



**Honorary Chief Judges Award**

## **1952 Chrysler “Styling” Special**

Michael Schudroff of Carriage House Motor Cars



**Lime Rock Award**

## **1963 Ferrari 250 GT**

HK Motorcars



**Margie + Robert E. Petersen Perfection Award**

## **1952 Chrysler d'Elegance**

Don Bernstein and Patt Taylor



**Preservation Award In Honor of Dr. Fred Simeone**

## **1957 Chrysler Ghia Super Dart 400**

Maine Classic car Museum





**The Best Sounding Car presented by Ernie Boch Jr.**  
**1922 Ford “Kookie T” Roadster**  
 3 Dog Garage Collection



**The Grand Marshal’s Award**  
**1904 Gardner-Serpollet L**  
 Mitch & Wendy Gross



**Timeless Elegance Award**  
**1934 Packard 1106 Aero Coupe**  
 The Marano Collection



**Wayne Carini’s The Chase Award**  
**1948 Pontiac Silver Streak 8**  
**“Woody” Wagon**  
 Edward Owen



# LEASING THE CARS OF YOUR DREAMS SINCE 1983



## Does more than 40 years of experience make you an expert?

Since 1983, Putnam Leasing has been the go-to for bespoke financial solutions for collector and specialty automobiles - by way of our open-ended leases. With terms ranging from 24 to 60 months, model years from 1908 to 2024, residuals as low as \$1, and lease amounts from \$75,000 to \$25,000,000, call or email us today to discover what serious car collectors have known for the last 41 years partnering with Putnam Leasing.

**Trust the experts.** Learn more today by calling 800-278-0071 or sending an email to [info@putnamleasing.com](mailto:info@putnamleasing.com).



[PUTNAMLEASING.COM](http://PUTNAMLEASING.COM) | 800-278-0071





# Look your best on the lawn...



1981 | Lamborghini Countach LP400 S



*Have fun in your garage!*

G9 Orbital  
Master kit

Whether your car is proudly displayed on the concours lawn, or tucked safely in your garage, don't just settle for any car care products. Choose the products that have adorned many past award winners.

**GREENWICH**  
CONCOURS D'ELEGANCE

Griot's Garage is a  
proud sponsor of the  
Greenwich Concours d'Elegance

**GRIOTS.COM** | 800-345-5789

Featured Class

# Morgan

## 115 Years of a British Motoring Legend

By Rich Taylor





**Below: Henry Frederick Stanley Morgan sits aboard his Three Wheeled Twin Cylinder Morgan for a 50-mile speed-record attempt on November 23, 1912 at the Brooklands race circuit.**



**FROM ITS VERY** beginning, the history of the Morgan Motor Company has seemed like a whimsical British fairy tale of sorts, a combination of Mary Poppins, *The Wind in the Willows*, and Chitty Chitty Bang Bang. It all takes place in a ridiculously picturesque, out-of-the-way country village in the Malvern Hills, unchanged since the reign of Queen Victoria—not far in distance or attitude from ruggedly independent Wales.

Our story opens in 1909, when Henry Frederick Stanley (known as H.F.S.) Morgan, son of the Reverend Prebendary Henry George Morgan, built a car at his small service garage in the West Country resort town of Malvern Link, Worcestershire. This first Morgan was a one-passenger three-wheeler with a frame made of steel tubing, like that of a bicycle. The 7-hp, Peugeot V-twin motorcycle engine hung out ahead of the front wheels, the single rear wheel was chain-driven, and the independent front suspension was unique, with a little vertical tube near each front wheel containing a coil-sprung shaft that slid up and down.

Financed by his moderately wealthy father whom he named chairman of the new company, H.F.S. went into production with a two-passenger three-wheeler in 1911. Morgan was churning out V-twin Trikes by the hundreds in a storybook



**The definitive classic Morgan, a 1934 Beetleback Super Sports Trike with a V-twin engine.**

brick factory on Pickersleigh Road before the factory switched to munitions production during World War I.

After the war, as though nothing had changed, Morgan went back to building mildly improved three-wheelers powered by either air-cooled or liquid-cooled V-twin motorcycle engines. There was a “barrelback” version, shaped around a single spare tire/wheel, but the Morgan to have was a streamlined “beetleback” Super Sports, powered by a 1000-cc V-twin built by JA Prestwich Industries. The legendary JAP engine would drive a lightweight Morgan Trike at speeds over

110 mph, at a time when reaching 80 mph was considered high performance. Morgan built exciting V-twin three-wheelers right up until World War II.

In 1932, H.F.S. introduced the comparatively sedate F-series, a three-wheeler with a pressed-steel chassis and a 933-cc inline-four-cylinder engine from a British Ford Model Y automobile tucked behind the patented “sliding pillar” front suspension. The water-cooled Ford engine required a front radiator, which gave the Morgan F-series a whole new look. With time out for World War II, the F-series soldiered on until 1952.



Otherwise virtually identical, 1951 Flat Rad Morgan 4/4 (left), 1971 Round Nose Morgan 4/4 (right).

In 1936, Morgan added a fourth wheel to the F-series Trike, creating the 4/4. The 4/4 continued essentially unchanged until 2018, which Morgan claims is the longest production run of any vehicle in the world. Early 4/4s were powered by a 1122-cc Coventry Climax inline-four, then a 1267-cc four-cylinder from the Standard Ten automobile, and after 1955, with a variety of Ford four-cylinder engines ranging from 997 cc to 1798 cc, depending on what was available that year.

The only noticeable external change in all those decades was in 1953, when the classic “Flat Rad” was replaced by

a rounded nose with headlights faired into the front fenders. The distinctive “Round Nose” possessed a much stronger visual identity and became a Morgan trademark that has lasted for more than 70 years so far.

In 1950, H.F.S. created the Plus 4 by installing a 2088-cc engine from the Standard Vanguard into the same basic Morgan car used for the 4/4. When Standard began building Triumph sports cars, Morgan used the four-cylinder engine from a Triumph TR2, TR3 or TR4A until 1969, when Triumph stopped making them.



Peter Henry Geoffrey Morgan had replaced his father, H.F.S., in 1959. Peter's clever solution was to use the all-aluminum V-8 that Rover had licensed from Buick. The lightweight V-8 weighed no more than the old Triumph four-cylinder, but nearly doubled the horsepower. The Plus 8 grew from 3.5 liters to 4.6 liters over the years, got modernized with aluminum wheels, headrests, and other conveniences, but retained the irresistible Edwardian charm that Morgan had carefully curated for nine decades.

In 1999, Peter Morgan retired, and the company went into decline thanks to a group of professional-management types advising Peter's son, Charles Peter Henry

Morgan. During this period, the long-time engine deal with Rover fell apart. Morgan lucked into the excellent 3.5-liter V-6 used in the British Ford Mondeo, which was more powerful than the old Buick/Rover V-8 and came equipped with a Getrag five-speed manual gearbox. This formed the basis for the Morgan V-6 Roadster introduced in 2004. It preserved most of the traditional Morgan virtues and eventually came with 280 horsepower and performance that old-time Morgan owners could only dream about.

For years, Morgan had tried to modernize its offerings. In 1964, Peter Morgan presented the Plus 4 Plus, which was a regular Morgan chassis fitted with

**1971 Morgan Plus 8, with new aluminum wheels and a Rover aluminum V-8 under the hood.**





**Top: Streamlined 2009 Morgan Aero 8 with BMW V-8.  
Bottom: Streamlined 1964 Plus 4 Plus with Triumph I-4.**

aerodynamic fiberglass coupe bodywork. Only 26 were built in three years. In 2000, Charles Morgan tried again, with the quasi-streamlined Aero 8, which had a BMW V-8 under the traditional hood. The Aero 8 was followed by the similar Aeromax Coupe and Aero Super Sports Targa. None of them were either a commercial or aesthetic success.

By 2010, Charles Morgan and his business advisors had bankrupted a family company that had survived for a century,

quietly hand-building 500 cars or so each year in the same antique factory on Pickersleigh Road. Reorganized in 2011, Morgan came out with a modern beetleback three-wheeler, powered by an S&S V-twin derived from the venerable Harley-Davidson motorcycle engine. The new 3 Wheeler was admittedly cute and crazy-fun to drive, but not financially viable. Morgan Motor Company was taken over by the Italian conglomerate Investindustrial in 2019.



The only new Morgan currently available in the United States, the 2024 Super 3...no doors, no top, no windshield, but 130 mph from a 1500-cc Ford three-cylinder engine.

Investindustrial quickly began producing traditional Morgan four-wheelers, but with a bonded-aluminum chassis featuring an independent front suspension and independent rear suspension. The 2024 Plus Four has a turbocharged BMW inline-four making 255 horsepower. The Plus Six has a turbocharged BMW inline-six good for 335 horsepower. In either case, the bodywork looks like a lower, wider version of the classic Morgan Plus 4. Unfortunately, due to a combination of safety and emissions rules, neither four-wheel Morgan is currently offered in the United States.

In 2022, the 3 Wheeler V-twin was replaced by the Super 3, which is available in North America. Basically a Morgan Plus 4 CX aluminum chassis minus one wheel, the Super 3 is fitted with a Ford 1.5-liter inline-three hidden under the front bodywork. True to a century of Morgan three-wheelers, the streamlined Super 3 comes without doors, top or windshield. On the other hand, it weighs just 1400 pounds, and with 118 horsepower driving through a five-speed gearbox supplied by Mazda, the Super 3 can top 130 mph for those brave enough to try.



One famous Morgan story begins in 1961, when British racing driver Christopher Lawrence brought a Morgan Plus 4 to the 24 Hours of Le Mans and was sent home. The Morgan was deemed “Outside the spirit of the Regulations,” which means the French thought it was too old-fashioned and funny looking.

For 1962, Lawrence convinced Peter Morgan to build a reinforced Plus 4 chassis powered by a race-prepped Triumph 2-liter four-cylinder built in his own Lawrence Tune shop and clothed with

an aluminum body including hard top. Lawrence was then able to go to Le Mans and point out that his “obsolete” Morgan had just broken the 2-liter lap record at Germany’s legendary Nürburgring race circuit by seven seconds.

The French relented. Chris Lawrence and his co-driver, Richard Shepherd-Barron, then pulled off the most rewarding coup in British racing history, finishing thirteenth overall and first in class at Le Mans, driving a car declared obsolete the year before.

**The most famous Morgan of all, the class-winning Plus 4 of Christopher Lawrence and Richard Shepherd-Barron during the 1962 24 Hours of Le Mans.**

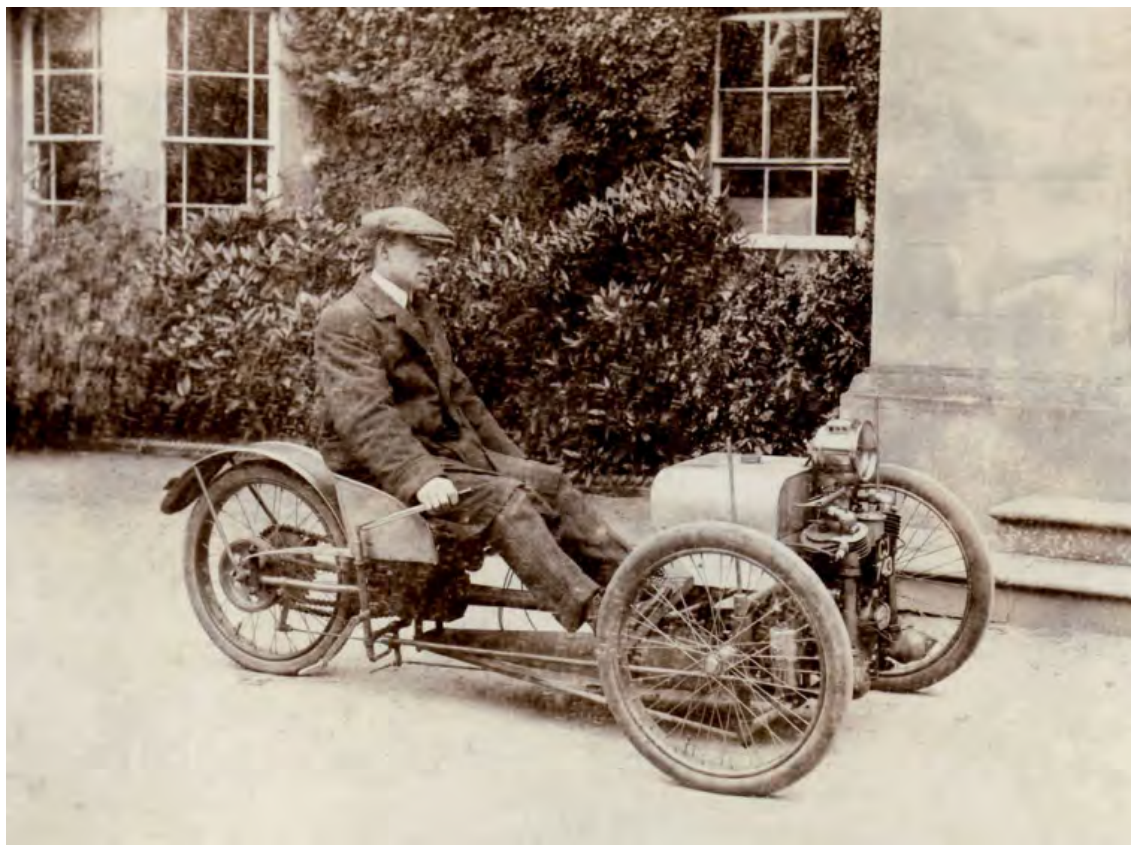




The Lawrence/Shepherd-Barron saga is so beloved because it combines victory over Continental foes under grueling conditions, an ironic twist and a stubborn persistence proven right in the end—a perfectly British victory. Morgan Motors considered the win so significant that it put Lawrence’s car into limited

production as the race-ready 1962 Plus 4 Super Sports, complete with engines built by Lawrence Tune. Forty years later, Morgan built 80 “Le Mans ’62” commemorative editions, plus another 62 in 2022. It’s a fitting tribute to the tenacity of a small British firm that continues on more than 115 years after its inception. //

**Morgan’s original plan was to build a motorcycle using a 7-hp Peugeot twin-cylinder engine, but instead took advantage of Britain’s cyclecar regulations, which allowed trikes to avoid being taxed.**



# IT'S NOT JUST A CAR.

# IT'S A FIRST IMPRESSION.



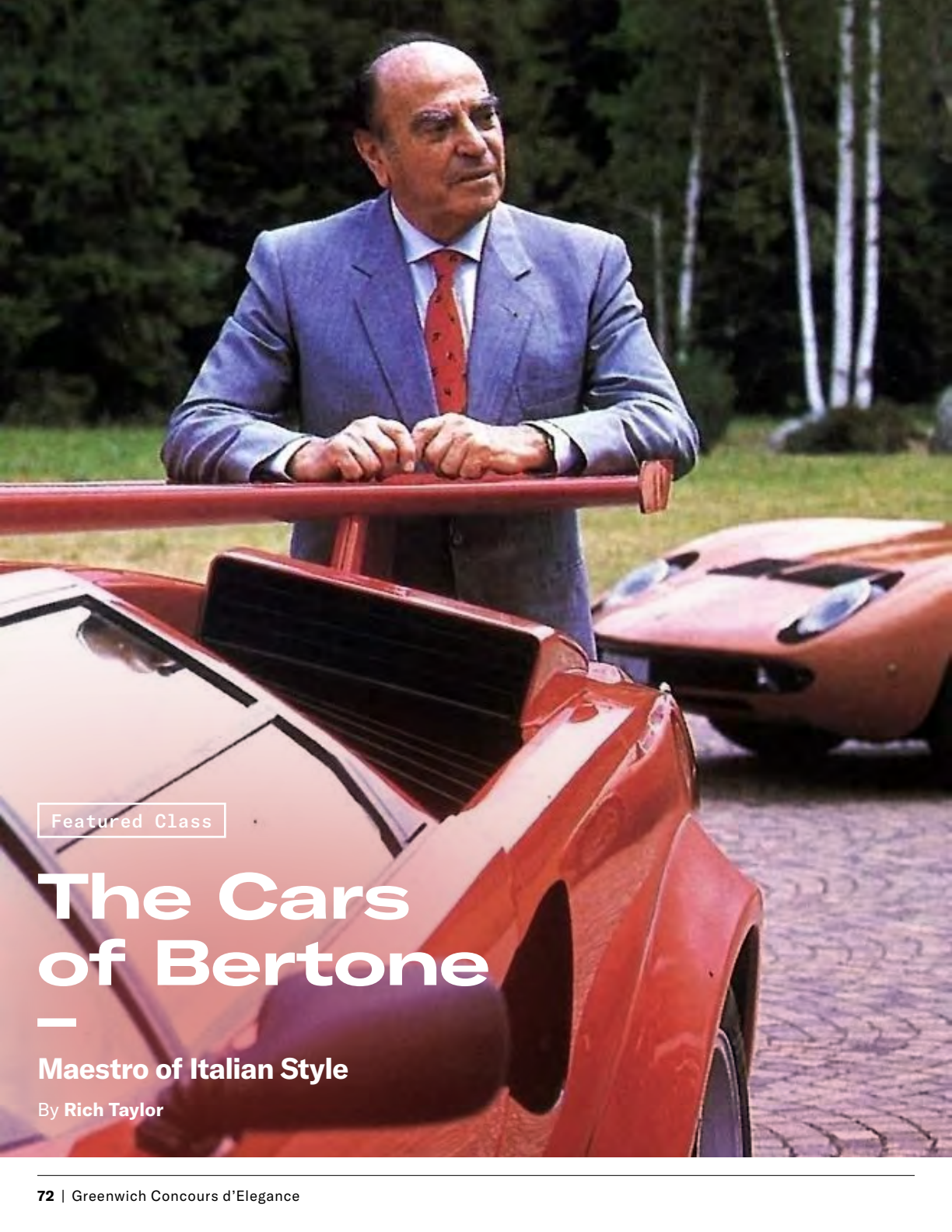
For over 40 years, generations of drivers have trusted DARCARS dealerships for all their vehicle needs.

At DARCARS you can shop with confidence because we're not just selling you a car today, we're building a relationship to last a lifetime.

**DARCARS.COM**







Featured Class

# The Cars of Bertone

—  
**Maestro of Italian Style**

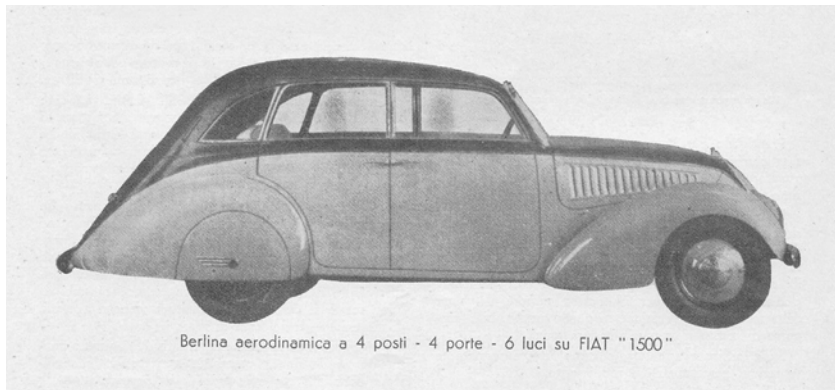
By Rich Taylor

**FOR FIVE DECADES** beginning in 1950, a handful of young designers in Turin, Italy, created a new way to sculpt an automobile...smooth, flowing, and aerodynamic. This came to be known as the "Italian Style," and it influenced the shape of automobiles all over the world. The leader of this group was Nuccio Bertone, who literally grew up in the family business.

Turin carriage manufacturer Giovanni Bertone closed his shop during World War I, then reopened it in 1920 to make

bodies for automobiles. For the next two decades, Carrozzeria Bertone built bodywork primarily on Fiat and Lancia chassis, thanks to Giovanni's personal friendship with Vincenzo Lancia.

In 1933, Giovanni's 19-year-old son, Giuseppe, known as Nuccio, became fascinated by aerodynamic efficiency. This fascination resulted in trendy "Streamline" designs such as the Bertone-bodied 1935 Fiat 1500 Aerodynamica sedan and the curvaceous 1941 Fiat 1500 C coupe.



Catalog illustration for the Bertone-bodied 1935 Fiat 1500 Aerodynamica four-door sedan, an early "streamline" design.



Bertone-bodied 1941 Fiat 1500C coupe with smoothly integrated body and fenders.



Bertone survived World War II by building military ambulances on Lancia Ardena chassis, then struggled through the postwar collapse of Italy. In 1950, Giovanni retired at 66, leaving a shattered shell of a company on the verge of bankruptcy. Nuccio divided Bertone into a car manufacturer known as Carrozzeria Bertone, which he personally managed, and design center Stile Bertone, where he hired promising young designers, often just starting their careers.

In 1952, American entrepreneur Stanley Harold “Wacky” Arnolt literally saved Carrozzeria Bertone by ordering 200 car bodies for his next car-selling

venture. To begin with the project, Bertone produced 67 coupes and 36 cabriolets, designed by 30-year-old Giovanni Michelotti, built on [MG TD](#) chassis and sold as [Arnolt-MGs](#). Michelotti’s lightweight aerodynamic bodywork not only increased performance but was totally *au courant*.

Michelotti soon moved on to Carrozzeria Vignale, where he stayed for a decade before opening his own design studio. Wacky Arnolt ordered a handful of Bertone-bodied cars on other chassis, some designed by Michelotti before he left, some by Bertone’s new stylist, Franco Scaglione.



Arnolt also ordered sports cars built on chassis supplied by Bristol Cars of England, powered by a derivative of a 2.0-liter inline-six-cylinder engine originally created for BMW in 1937 by Austrian engineer Dr. Ing. Fritz Fiedler. Fiedler's six-cylinder

was extremely tall, which made for awkward proportions in the short-wheelbase Bristol chassis. Franco Scaglione's brilliant solution was strikingly unlike anything seen before or since. Bertone built 135 Arnolt-Bristol roadsters and six coupes.





Above: BAT 5, BAT 7, and BAT 9, built by Bertone.  
Left: 1954 Alfa Romeo Giulietta Sprint by Scaglione/Bertone on the all-new Alfa 1300 chassis.

In 1953, Alfa Romeo contracted Bertone to create a group of [Berlinetta Aerodinamica Tecnica](#) show cars, known as the BAT Series. The cars were designed by Scaglione and built by Carrozzeria Bertone on Alfa Romeo 1900 chassis. BAT 5, BAT 7, and BAT 9 were the stars of the Salone dell'Automobile di Torino (Turin auto show) in 1953, '54 and '55. Thanks to their incredible aerodynamic efficiency, a

BAT could top 120 mph on just 100 horsepower from a 1975-cc inline-four-cylinder engine.

The BAT Series led to Scaglione's Alfa Romeo Giulietta Sprint. Between 1954 and 1965, Alfa sold 40,000 Bertone-bodied Giulietta Sprints, which not only saved struggling Alfa Romeo, but allowed Bertone to build a new factory west of Turin in the town of Grugliasco in 1959.



Franco Scaglione's masterpiece was the 1959 Giulietta/Giulia Sprint Speciale, essentially a production version of his swoopy BAT cars. Bertone built 2766 Sprint Speciales between 1959 and 1966. Before his Giulietta SS went into production, Scaglione had already left Bertone to start his own styling studio. To replace Scaglione, Nuccio hired 21-year-old [Giorgetto Giugiaro](#). Yes, that Giorgetto Giugiaro, destined to be officially honored in 1999 as "The Car Designer of the Twentieth Century." Giugiaro stayed with Bertone until 1965, when he left to start his own firm, Italdesign.

In a hectic six years at Bertone, Giugiaro produced at least 17 groundbreaking designs that were built as one-off concepts or that reached production.

These include the Ferrari 250 GT SWB Competition, the [Iso Rivolta](#), the [Alfa Romeo 2600 Sprint](#), the Fiat Dino coupe, and the [Fiat 850 Spider](#), to name a few. Rarities such as the Iso Rivolta, the Alfa 2600 Sprint, and the Fiat Dino show the incredible range and diversity of Giugiaro's early style. At the opposite end of the market, his Fiat 850 Spider was a huge commercial success, selling 140,000 of the tiny, charming convertibles between 1965 and 1972. Simultaneously, Giugiaro's superb 1963 [Alfa GT Veloce](#) stayed in production for almost 15 years with only minor changes. Over the course of production, Alfa sold 225,000 GTVs powered by a variety of engines from 1300 cc to 2000 cc. In lightweight GTA form, it even made a world-class racing car.





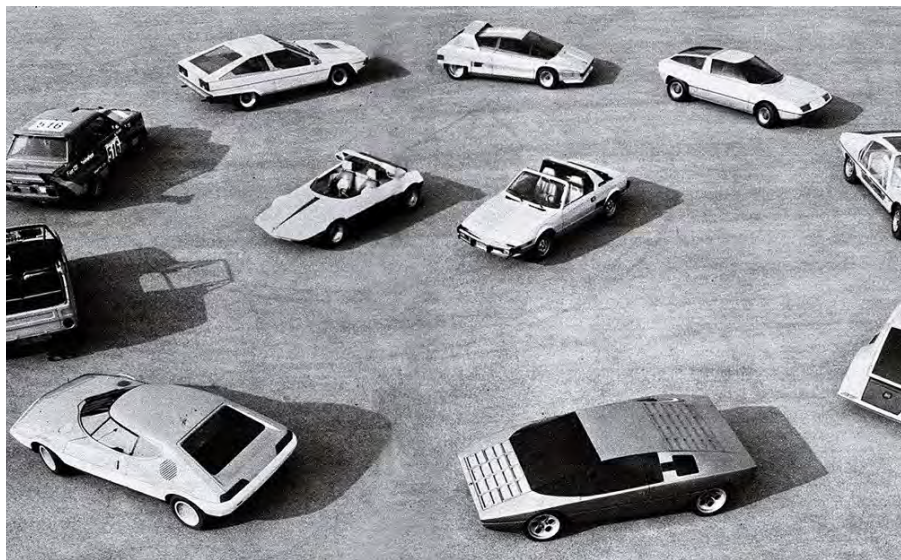


When Giugiaro left Bertone in 1965, Nuccio hired [Marcello Gandini](#) as general manager of Stile Bertone. He stayed until 1980. One of Gandini's first designs was the [Alfa Romeo Montreal](#), a concept shown at Expo 67 in Montreal. The car, known as the Montreal, went into production on a Giulia GTV chassis powered by a 2593-cc V-8 derived from the [Alfa Tipo 33](#) sports-racer. The handbuilt Montreal was way too expensive; only 3900 were sold in 10 years.

Gandini's signature design is the

[Lamborghini Miura](#), which is considered by many to be the first-ever supercar. Powered by an exotic 3929-cc V-12 mounted transversely behind the seats, the Miura exploded onto the scene in 1966. The Miura had become a revered icon by the time it was replaced by Gandini's very different but equally influential [Lamborghini Countach](#) in 1973. Total Miura production was just 763 cars in three series, but its impact on what became the global supercar market was colossal.





By 1970, Nuccio Bertone had expanded his Grugliasco factory to almost 3 million square feet, with 1500 workers. Rival [Pininfarina](#) had similarly grown, and the entire Italian carrozzerie had sped off in a whole new direction. Thanks primarily to Giugiaro at Italdesign and Gandini at Bertone, the Italian style changed from the rounded, organic forms pioneered by Pininfarina for two decades after World War II to angular, geometric shapes ridiculed at the time as “folded-paper” or origami.

The perfect comparisons are Gandini’s voluptuous 1966 Miura and angular 1973 Countach, using essentially the same mechanical components, or Giugiaro’s rounded 1965 Fiat 850 Spider versus Gandini’s wedge-shaped 1972 [Fiat X1/9](#). Like the diminutive 850 Spider, the X1/9

was another money-maker, with 160,000 sold first by Fiat and then directly by Bertone until 1989. Marcello Gandini continued to create landmark designs, including the 1973 [Ferrari Dino 308/GT4](#), the only Bertone-designed car put into production by Ferrari. He followed that with the [Lamborghini Jarama](#), [Urraco](#), [Khamsin](#), and [Espada](#); the Lancia Stratos Zero; the BMW 5-series; and the Volvo 264 TE and [Volvo 262 C Bertone coupe](#).

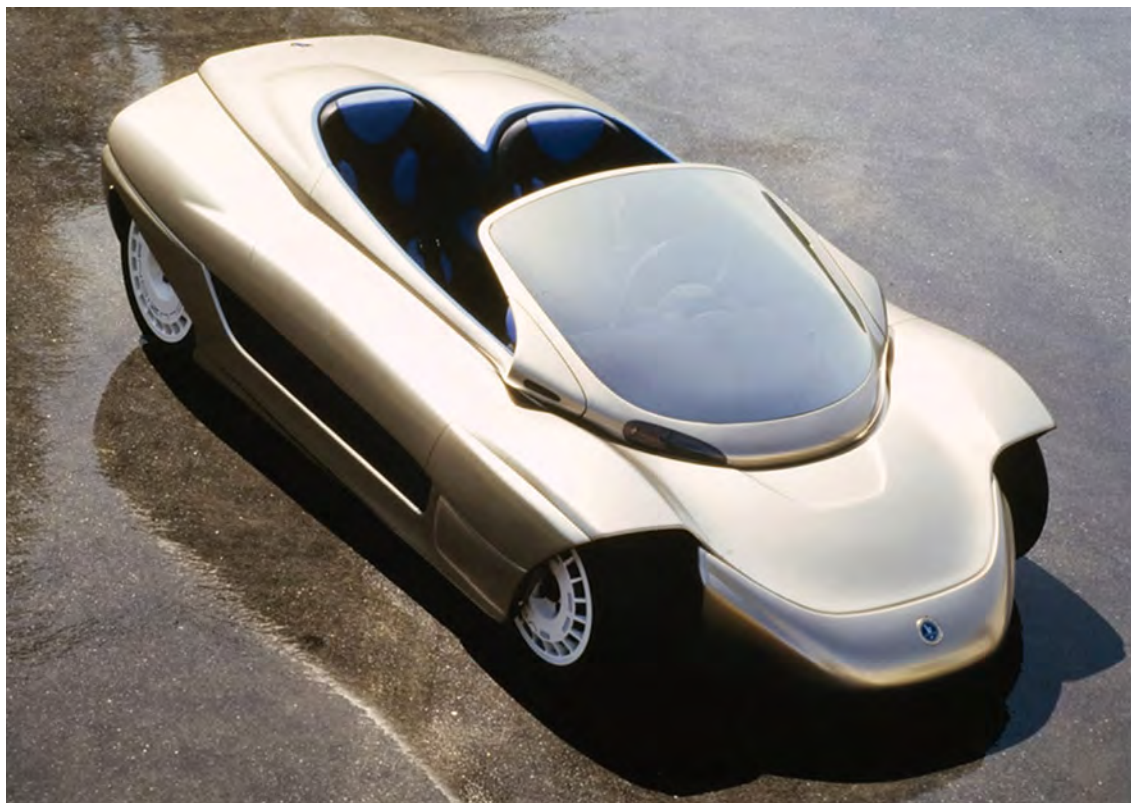
Gandini left Bertone in July 1979 and was replaced by French designer Marc Deschamps. Deschamps immediately sculpted three trend-setting concepts: the 1980 Lamborghini Athon, the 1983 Alfa Romeo Delfino, and the 1984 Corvette Bertone Ramarro. According to Bertone, the mid-engined [Pontiac](#)



**Fiero** two-seater was also done by Marc Deschamps at Stile Bertone, though Pontiac credits Turkish stylist Hulki Aldikacti. During this period, Carrozzeria Bertone was building the Kadett cabrio for Opel, which at the time was the German arm of General Motors, so there was a certainly a strong connection to GM.

Deschamps was replaced by Luciano D'Ambrosio in 1991. D'Ambrosio created the influential battery-electric Bertone Blitz Barchetta concept, the Fiat Punto

racer, then the Porsche Karisma, and the Alfa Romeo Bella. He also designed the Astra cabrio and the Astra coupe, which Carrozzeria Bertone produced for Opel. After Nuccio Bertone died in 1997, D'Ambrosio stayed on for three years before opening his own firm, LDA-Design. D'Ambrosio was followed in turn at Bertone by Giuliano Biasio, David Wilkie, and Michael Vernon Robinson. Frankly, once Nuccio Bertone died, his widow Lilli Bertone was overwhelmed, and the company faltered badly.





**Nuccio Bertone next to a Lamborghini Miura, surrounded by a Lancia Stratos and various Bertone concept cars.**

Around the same time, the global auto industry dramatically changed. Instead of hiring freelance designers or independent coachbuilders, every major car manufacturer opened its own design studio. By 2015, Pininfarina, Vignale, [Ghia](#), and Italdesign had all been taken over by large conglomerates, while most other Italian carrozzerie had closed their doors. In 2009, Lilli Bertone sold the Grugliasco factory to Fiat. In 2011, she sold Nuccio's treasured collection of six dozen Bertone concept cars. In 2013, she sold the Bertone brand name to architect Aldo Cingolani, who sold it to AKKA Technologies, which then sold it to Ideactive.

In a very real sense, Carrozzeria Bertone was Nuccio Bertone. He discovered and nurtured an entire firmament of legendary

design stars: Giovanni Michelotti, Franco Scaglione, Giorgetto Giugiaro, Marcello Gandini, Marc Deschamps, and Luciano D'Ambrosio. But even more, Carrozzeria Bertone created Italian design as we know it today. This handful of automotive designers started at Bertone, it's true, but soon took over almost every important carrozzeria except rival Pininfarina. As they grew into legendary international icons, Nuccio Bertone's disciples influenced the shape of automobiles around the globe for five tremendous decades. At his death, art historian Fulvio Cinti called Nuccio, "The International Maestro of Italian Style." Precisely! //



# MOTORLUX

## PARTY AT THE PINNACLE OF ALL THINGS AUTOMOTIVE

**14 August 2024**

Monterey Jet Center | Monterey, CA

Don't miss the ultimate Car Week kick off, packed with California's best chefs, unbeatable local wines and cocktails, 100+ rare airplanes and automobiles, dancing and more. And the best part? In celebration of Hagerty's 40<sup>th</sup> anniversary, we're making all attendees VIPs, meaning you'll enjoy unlimited access to every inch of the tarmac. It's our Motorlux gift to you.

Hagerty Drivers Club<sup>®</sup> members save 20% on tickets. Cruise over to [hagerty.com/drivers-club](https://hagerty.com/drivers-club) to join now.

**Buy tickets today | [motorlux.com](https://motorlux.com)**



**HAGERTY** | Events



# Chris Calabrese

## Senior Managing Director



## Seventy2 Capital Wealth Management

Seventy2 Capital Wealth Management is committed to helping you achieve your most important financial goals. First, we work closely with you to develop a deep understanding of your priorities, and then we develop personalized strategies to help you achieve them.

### CONTACT



203-571-3637  
203-293-6585



christopher.calabrese  
@seventy2capital.com



285 Riverside Ave., Ste 250  
Westport, CT 06880

### OUR SERVICES



Education Planning



Estate Planning Strategies



Retirement Planning



Investment Products



Alternative Investments



Executive Stock Planning/  
Compensation



Corporate & Non-Profit  
Retirement Plans

[www.seventy2capital.com](http://www.seventy2capital.com)

**BUILD. GROW. INSPIRE.**

Investment products and services are offered through Wells Fargo Advisors Financial Network, LLC (WFAFN), Member SIPC. Seventy2 Capital is a separate entity from WFAFN. Advertisement.

Featured Class

# Prewar Rolls-Royces

---

**The Origins of “The Best Car in the World”**

By Rubén L. Verdés, SAH





Previous page: C.S. Rolls and F.H. Royce as they looked around the time that the first Rolls-Royce automobiles were made in 1904.

**ROLLS-ROYCE** calls its latest automobile, the electric-motored [Spectre](#), a “prophecy fulfilled.” Rolls cites the intention of co-founder Charles Rolls to pursue electric cars before ultimately committing to gasoline-powered cars with the introduction of the first Rolls-Royce in 1904. The prophecy is deeper than that: Fredrick Henry Royce was a mechanical and electrical engineer and his company specialized in producing heavy electrical equipment before entering the gasoline-driven automotive world.

Royce was a self-made man, learning his trade as an apprentice in the Great Northern Railway company. When the funding for his apprenticeship ran out, he found work in toolmaking, then he landed work with the Electric Light and Power Company in London. Though he was good at his job, the work dried up. With a desire to have more control of his fate, together with a friend, Ernest Claremont, he formed F.H. Royce and Company to make electrical equipment.



Charles Rolls purchased this Columbia electric car in 1898. Rolls presciently said this about electrics: “They are perfectly noiseless and clean. There is no smell or vibration, and they should become very useful for town use when fixed charging stations can be arranged. But for country use I do not anticipate they will be very serviceable—at least not for many years to come.”



The Honourable Charles Stewart Rolls came from “the better side of the tracks.” His title came via his father, Lord Llangattock, and though he was well connected within the peerage and the lifestyle of the aristocracy, his love for the automobile and aviation led to gaining knowledge and experience in those fields. He established C.S. Rolls & Co. as an automobile dealer, selling Peugeot and Minerva models at his Lillie Hall location in London (which would later be a warehouse for Rolls-Royce). Beyond the marques he offered, Rolls was also interested in adding a British-made automobile that carried his name.

The story is often told that early in the twentieth century, Henry Royce purchased

a French two-cylinder Decauville. His dissatisfaction led him to make his own car, reverse engineering the Decauville and improving on it. There’s a bit of lore there. The Decauville was not a bad car, nor was it Royce’s first, and Royce was careful about what cars he purchased to learn from. He had been reading about cars for a while, as he was considering diversifying his business. The two-cylinder engine for his first “Royce” car was tested on September 16, 1903, and the car was completed in the first quarter of the following year. Its looks were similar to the Decauville, and there would be three prototype Royce cars. As with all Royce products, the cars were well engineered and manufactured to a high standard, but how would he market them?



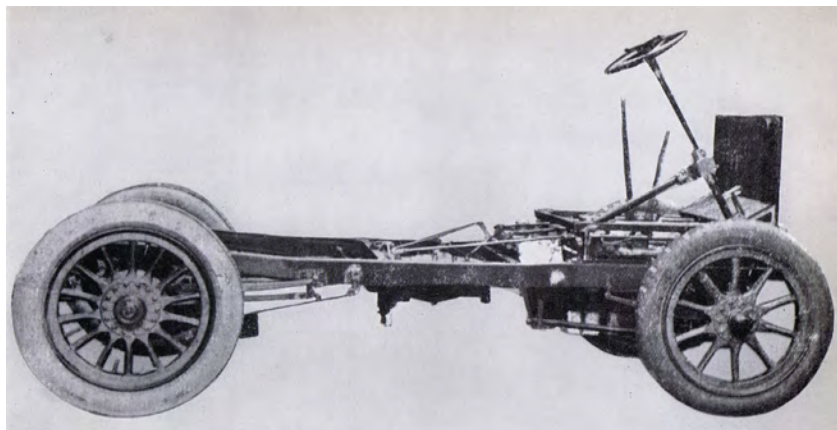
Royce and Rolls had a mutual friend, Henry Edmunds, who knew that Royce made a great car, and that Rolls was very interested in patriotically offering a British-made car (with his name on it) among his dealership offerings. One would think arranging a meeting between the two would have been easy, but Edmunds struggled to get the two together. Rolls and Royce finally met on May 4, 1904, at the Midland Hotel in Manchester.

Rolls-Royce was a car before it was a company. In Royce, Rolls found the mechanic he had been searching for to add

his name to a marque of supreme excellence. They began production under a 1904 memorandum agreement between Royce Limited and The Honourable Charles Stewart Rolls. The agreement essentially called for Royce to make as many cars as Rolls could sell and for Rolls to sell as many cars as Royce could make. By the time Rolls-Royce Limited was incorporated in 1906, Royce had designed and built five chassis: a two-cylinder 10 horsepower, a three-cylinder 15 horsepower, a four-cylinder 20 horsepower, a six-cylinder 30 horsepower, and a V-8 20 horsepower.

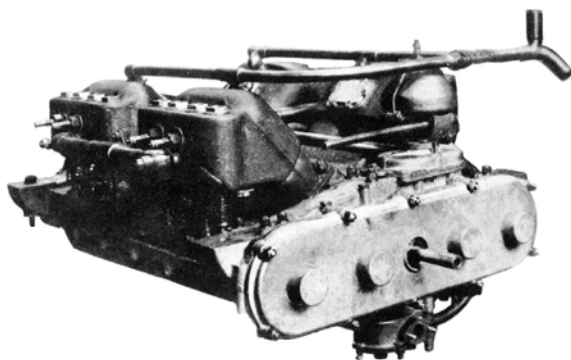
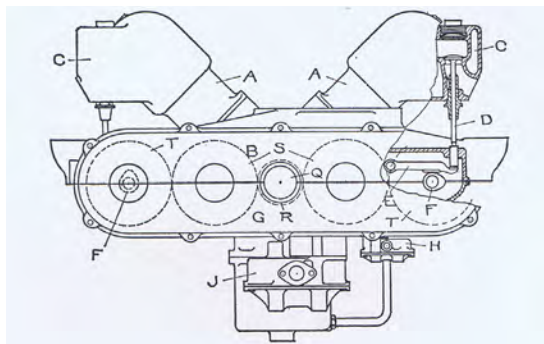
The Motor Union meeting at Eaton Hall, Cheshire, July 15, 1905, with three of the five production Rolls-Royce models represented: 10 hp 2-cyl. (a, c, e, and h), 20 hp 4-cyl. (d), 30 hp 6-cyl. (b and f), and two of the three Royce prototypes (g and i). Note the different radiator designs of the nearly identical Royce prototypes and the Rolls-Royce between them.





An almost complete V-8 chassis for the horseless carriage configuration (no similarly detailed photo of a completed car has survived). Note the engine is nearly “invisible,” where the modest height of the engine fits under where the driver’s floorboards would be.

Royce chose the V-8 to compete with electric motors because of its smooth firing attributes, and its low height made it compact. It was also made to be “invisible”; the 1905 Rolls-Royce catalog described the car this way: “There is no bonnet, and the engine is not in front of the dash board, nor is it under the driver’s seat, but is placed under the driver’s floorboard. It is designed so as to be exceedingly small and compact, and it is so placed as to be invisible and entirely insulated from the interior of the car, but at the same time easily accessible.” Indeed, the model (chassis) was referred to as the “8 Cylinder Invisible V-Engine.” The “Invisible” V-8 is also historic in that it is the only Rolls-Royce model for which there is no surviving example. There are no surviving pictures of a complete car, only drawings.



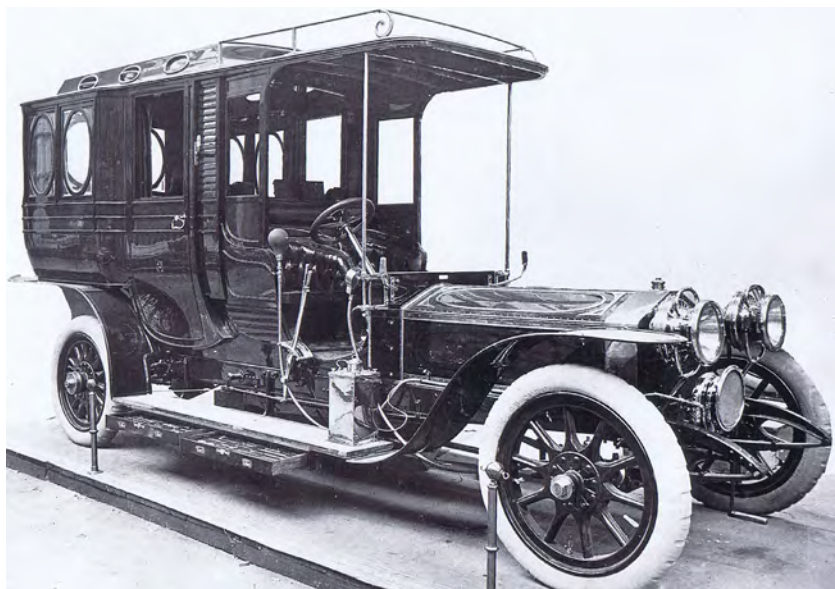
This surviving image of a nearly complete 1905 Rolls-Royce V-8 engine features four cylinder heads with two cylinders each; this drawing clearly shows the engine’s 90-degree-cylinder design, but with vertical valves (thought to be the optimal positioning for valves at the time), which gave the cylinder heads their odd shape.



By 1906, these five models gave Royce the engineering experience to produce his masterpiece, the six-cylinder 40/50 horsepower model. “[Silver Ghost](#)” was not the name of the model, but the name given to the twelfth chassis made (60551, registration number AX 201) used for promoting the new model. As with all Rolls-Royce horsepower nomenclature, the 40/50 follows the British calculation for taxable horsepower; actual output was an estimated 48 horsepower at 1250 rpm. Later models achieved approximately 80 horsepower at 2250 rpm. (These estimates were not cited by the company, which would always answer any inquiries by stating that horsepower was “adequate.”)

With the amalgamation of assets from

Royce Ltd. and C.S. Rolls & Co. came the talents of Claude Goodman Johnson. He became the managing director of the new company, Rolls-Royce Ltd. To promote the new 40/50 horsepower model, the company staged endurance trials with great fanfare. The 40/50 horsepower that Johnson chose for these trials was chassis 60551, which he named Silver Ghost. Naming a car was in vogue in those days and there were other 40/50 chassis with names, including Silver Silence, Silver Rogue, Silver Dawn, Silver Phantom, and Silver King. The Silver Ghost, though, was the first: “Silver,” because it was painted silver and featured silver fittings, and “Ghost,” to underscore its silent-running engine. From June 21 to August 8, 1907, the Silver Ghost ran



This is the first 40/50 hp model with its new straight six-cylinder engine (chassis 60539), as it looked when exhibited (without an engine) at the Olympia show in November 1906. Records of its existence ended in the 1920s, but at that time it had had four bodies.



day and night (only resting on Sundays) over 15,000 miles between London and Glasgow. It won the Dewar Trophy for running a record 14,392 miles without an involuntary stop. These remarkable results earned it the slogan “The Best Car in the World”—with variations such as: “the best six-cylinder car in the world.”

Activity boomed with the construction of a new factory at Derby to expand production. In addition, Rolls was setting aviation records by crossing the English Channel and more. Rolls wanted Royce to go into aviation and build aero engines, but Royce wanted no part of it, since a functional failure of an airplane meant death. This was sadly proven prescient when Charles Rolls lost his life while executing a landing with his plane in a flight competition on July 12, 1910. He was only 32 years

old, and the first recorded British citizen killed in an aviation crash. He never got to see a Rolls-Royce with [the Spirit of Ecstasy](#) “Flying Lady” mascot on a Silver Ghost, as it was commissioned and completed by sculptor Charles Sykes in February 1911.

Then came World War I, and the Silver Ghost was drafted. The hearty and robust construction of the Silver Ghost lent itself to carrying heavy armor plating. An extra pair of rear tires were added, and Silver Ghosts went out into the battlefield. Lawrence of Arabia fought the Turkish forces with a squadron of Silver Ghost armored cars, which he called “more valuable than rubies.” The war also brought what Rolls wanted, which Royce did not: entry into the aero industry. Rolls-Royce built the Eagle, Falcon, and Hawk engines for the war.



**Thomas Edward Lawrence (Lawrence of Arabia) driving a 1914 Silver Ghost, identified as chassis 57LB.**

When the war ended, Rolls-Royce would emerge as more of an aviation engine company than a motorcar engine company. The post-WWI era also brought a new project, and it was Johnson who announced the plan to manufacture cars in Springfield, Massachusetts. By the mid-1920s, a replacement for the Silver Ghost was underway, and in 1925 the

“[New Phantom](#)” was introduced. Over at the Springfield factory, Silver Ghost production ended in 1926. While the New Phantom had a totally redesigned engine, the chassis was essentially the Ghost chassis, so its run was short lived with the introduction of the Phantom II in 1929 (thereafter, the “New Phantom” was known as the “Phantom I”).

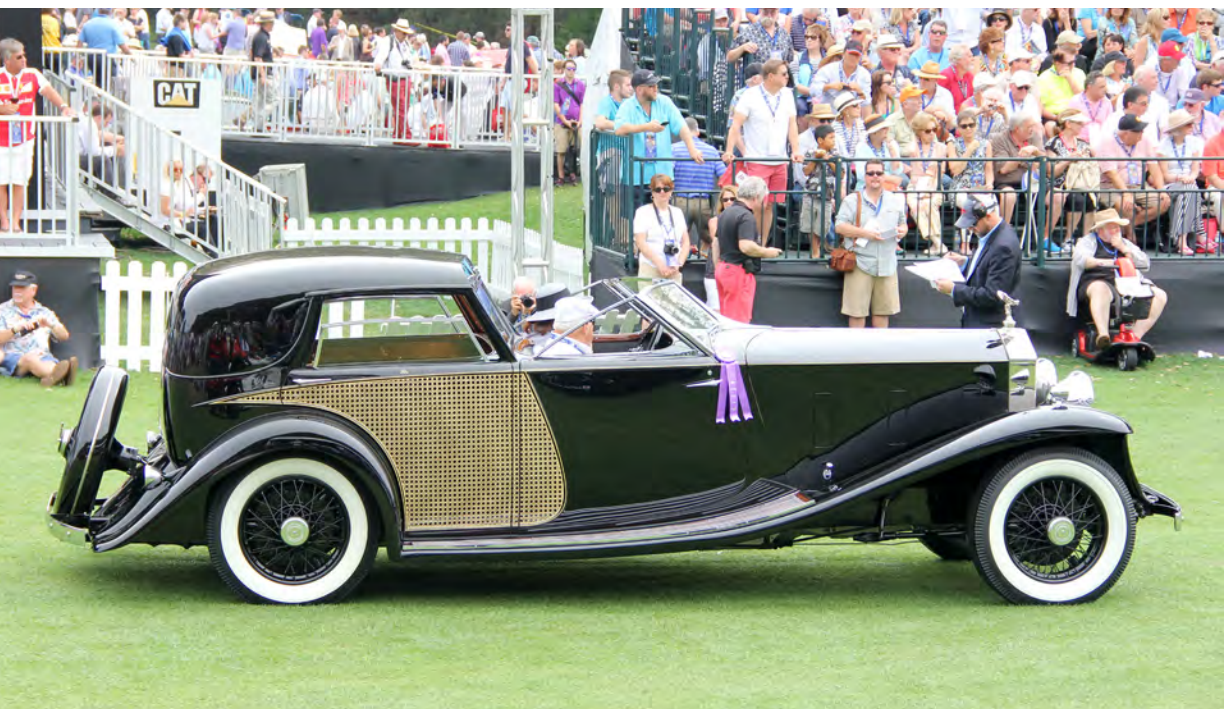
This 1925 Silver Ghost Piccadilly roadster was first owned by Howard Hughes. It was among the final 600 American-made Silver Ghosts with left-hand drive.



This 1929 Springfield Phantom I has very rare Derby tourer coachwork by Brewster. All of the Springfield Phantom I cars were left-hand drive.







**This 1930 Phantom II was originally fitted with a Brewster Trouville body, but it became forever associated with actress Constance Bennett when it was rebodied in 1935 with this stunning one-off Brewster sedan de ville coachwork.**

The 1930s were the height of the Classic Era, and since Rolls-Royce only produced automobile chassis in the prewar era, a coachbuilder was always needed to complete the cars. This gave rise to very stylish designs, with many variants and one-off examples. However, the competition kept catching up with Rolls-Royce, and other marques in the 1930s started to feature 12- and 16-cylinder engines. Given its experience with 12-cylinder aero engines, Rolls-Royce felt comfortable designing one for its cars.

Phantom II production ended in 1935, and the Phantom III was introduced in 1936, featuring a V-12 engine.

Meanwhile, Rolls-Royce acquired the assets of Bentley Motors after it went bankrupt in 1931. Bentley's new 8 Litre engine represented serious competition for Rolls-Royce, so it made sense not to allow Bentley to be absorbed by another competitor. The resulting cars were (and are) known as "Derby Bentleys"—referring to those Bentleys made at the Rolls-Royce factory, in Derby, England.



This 1936 Phantom III is fitted with three-position drophead coupé coachwork by Gurney Nutting, a design usually seen (though rarely) on a Phantom II chassis. Note the kneeling version of the famous “Spirit of Ecstasy” mascot.



This 1935 20/25 hp model features Hooper sedan coupé coachwork. These “small horsepower” models (the 20, 20/25, and 25/30) were immensely popular and wore sporting coachwork like this quite well.

The winds of war loomed toward the end of the 1930s. The Wraith was introduced in 1938, but production of the Wraith and the Phantom III would end in 1939 with the start of World War II. Rolls-Royce was well positioned to enter WWII, given the strength and quality of its aero engines. [The Merlin aero engine](#) was so valued that Packard made them, too, to increase production, and they were famously used in the P-51 Mustang fighter planes.

As a luxury marque, Rolls-Royce automobile production numbered only in

the thousands for each given model, and sometimes even lower (total pre-Ghost production, for example, was just 106 cars for all five models). Low production numbers are characteristic for high-end luxury cars, but in a depression, it is fatal, and thus it proved fatal for various marques that never returned after WWII. It could be argued that the corporate stability of Rolls-Royce’s aero engine business ensured the survival of its automobile production into the postwar era—a result that no doubt would have pleased Charles Rolls. //



# Invest in a fund of the greatest cars ever made.

Fractional investments in a curated portfolio of blue-chip automobiles.



Explore the fleet: [driftcapital.com](https://driftcapital.com) | +1 (646) 378-4801 | [info@driftcapital.com](mailto:info@driftcapital.com)

Information provided in this advertisement is for informational purposes only and may not be relied upon. Historical returns, trends and other statistics do not guarantee future performance. Asset allocation and diversification do not guarantee a profit or protect against a loss. Investors may rely only upon other materials that expressly indicate that investors may rely upon them. This advertisement is not an offer to sell nor is it soliciting an offer to buy interests in the fund. The offering of interests in the fund is available to accredited investors and will be made only by the fund's subscription agreement. Consult with your legal and tax advisors for appropriate guidance.



# Drive confidently toward your financial goals.

Every financial decision can introduce new uncertainties. Let SEI Private Wealth Management experts assist you in navigating the complexities of wealth to chart your personalized course for success.

**Know your wealth.**



Contact us to learn more.  
**SEI Private Wealth Management**  
**1-888-551-7872**  
**SEIPrivateWealth@seic.com**

SEI Private Wealth Management is an umbrella name for various wealth advisory services provided through SEI Investments Management Corporation ("SIMC").





Featured Class

# Postwar Rolls-Royce

—  
The “Best Cars in the World”  
Struggle to Survive, then Thrive.

By Rubén Verdés, SAH



**1952 Phantom IV**  
with sedanca de ville  
coachwork by Hooper  
& Co., made for his  
highness, Sir Sultan  
Mohammad Shah the  
Aga Khan III.

**THE POSTWAR ERA** was a time of great change for Rolls-Royce. Before World War II, the company's manufacturing efforts had been exclusively devoted to producing only rolling chassis: the frame, wheels, engine and running gear, steering wheel and dashboard, and of course, the famous Rolls-Royce radiator and "Flying Lady" mascot known as the Spirit of Ecstasy.

That approach would continue immediately after WWII, with the Silver Wraith. The Silver Wraith was essentially a continuation (with improvements) of Rolls-Royce's prewar business model—the Silver Wraith was only available as a rolling chassis, and a separate coachbuilder such as H. J. Mulliner, Freestone & Webb, or James Young was still required to build the bodywork, finish the interior, and complete the car. The Silver Wraith chassis was produced from 1946 to 1958, with cars still being delivered in 1959. The triumph of the early postwar period in terms of exclusivity was the Phantom IV, which was only available for purchase by royalty or heads of state. Only 17 were made between 1950 and 1956, with the first car ordered for then Princess Elizabeth.

With the Silver Dawn in 1949, Rolls began employing a simpler, less expensive method for producing complete cars





**The Rolls-Royce Silver Dawn was the first complete car (chassis and body) made by Rolls-Royce, with 761 examples produced between 1949 and 1955.**

using standard bodies built by Pressed Steel Co. and finished at the Crewe factory. The car was first introduced as an export-only model; the Silver Dawn was not available in the British market until October 1953. Production of the Silver Dawn ended in 1955.

If the iconic radiator and the Flying Lady are the instantly recognizable symbols of a Rolls-Royce, the Silver Cloud is

likely to be the most recognized Rolls-Royce model. First introduced in 1955 as a replacement for the Silver Dawn, the veteran designer, John Blatchley, executed the design to continue to marry the proportions of a modern car to the graceful curves that were always identified with the luxurious Rolls-Royce models of old.

The result was a design that would be the basic look for the Silver Cloud



**While virtually identical in appearance to the Silver Cloud I, the Silver Cloud II replaced the inline six-cylinder with an all-new V-8 engine, which was also used on the new Phantom V.**

series, which ran (officially) up until 1965 in three series: the Silver Cloud (1955–59), the Silver Cloud II (1959–62), and the Silver Cloud III (1962–65). The design was known as the “Standard Steel Saloon” but, given that the Silver Cloud was executed on a separate chassis, just like with the Silver Dawn, custom bodies could be made for the discerning buyer. Accordingly, coachbuilt Silver Dawns and

Silver Clouds are far rarer than the standard-bodied versions. Since coachbuilt variants were also more expensive, there was not sufficient sales volume for the coachbuilders to continue as going concerns. The end for them came when car designs shifted from body-on-chassis configurations to monocoque (“unibody”) construction with the introduction of the highly successful Silver Shadow in 1965.

Running parallel to its automotive pursuits, Rolls had been building airplane engines since World War I. In 1938, a factory was built at Crewe (in Cheshire, England) to produce the Merlin and Griffon aero engines used during World War II. Rolls emerged as an aero powerhouse after the war. Car production was moved to Crewe to devote the main Derby works to aero engine design and production. The aero side of the business became problematic when the design and construction of an airplane engine went seriously overbudget, causing Rolls-Royce to go into receivership in 1971. This resulted in a division out of which two companies emerged, one for aero engines (later known as

Rolls-Royce plc), and one for producing automobiles, Rolls-Royce Motors Ltd. The aero company got the trademark rights (the badge and interlocking Rs), and the car company got a license to use the badge and the Rs. (This will become important years later.) This all happened near the time of the introduction of the Corniche. Although nearly derailed, the launch of the Corniche went forward, and so would production of the other Silver Shadow variants. The later V-8-powered Phantom limousine models continued in chassis-only configuration and kept (now in-house firms of) H. J. Mulliner and Park Ward (later combined to “Mulliner Park Ward”) busy with a continued flow of business.

The Rolls-Royce factory at Crewe. First built to produce aero engines, all Rolls-Royce and Bentley automobile production was moved here after WWII from the Derby factory, which became fully dedicated to aero engine design/production.





British industrial conglomerate Vickers acquired Rolls in 1980. That same year, Rolls introduced a new standard platform with the Silver Spirit—a platform that served all the variants that followed. The Corniche continued with its basic convertible body style and constantly upgraded specifications, ending as the Corniche IV. Together with its previous Silver Shadow version, this body style enjoyed a production run from 1966 to 1995. However, the 1990s were a difficult era for the motorcar company, so in 1997,

Vickers put Rolls-Royce up for sale.

The German automaker BMW was the obvious buyer, owing to its good customer relationship with the aerospace giant Rolls-Royce plc. The sale was all but finished in 1998 when Volkswagen entered the mix, presented Vickers with a larger bid for Rolls-Royce Motors, and purchased the automaker. In a bit of industrial skullduggery, BMW then went behind VW's back and purchased the trademark rights from Rolls-Royce plc (remember, Rolls-Royce plc owns the Rolls trademark) to use the

**The Rolls-Royce Corniche, circa 1985. Throughout its evolution, the Corniche retained its recognizable design over its three-decade long production.**



Rolls-Royce name. Since VW had essentially bought Rolls-Royce the automaker but not the right to use the Rolls-Royce name or the badge, it was left with no choice but to strike a deal with BMW. The agreement was to split the Rolls-Royce and Bentley marques, where Bentley remained with VW and Rolls-Royce remained with BMW. Since VW got the factory in Crewe as part of its purchase, BMW was forced to build a new factory so it could produce a totally new car: the Phantom.

Today, after its 71-year association with Rolls, Bentleys continue to be made by Volkswagen at the factory in Crewe, and Rolls-Royce models continue to be built by BMW at the factory at Goodwood in England.

Now celebrating 120 years since the first Rolls-Royce was introduced in 1904 and with mounting record sales annually, the future of Rolls-Royce Motor Cars is full of promise, and is, once again and arguably: “The Best Car in the World.” //





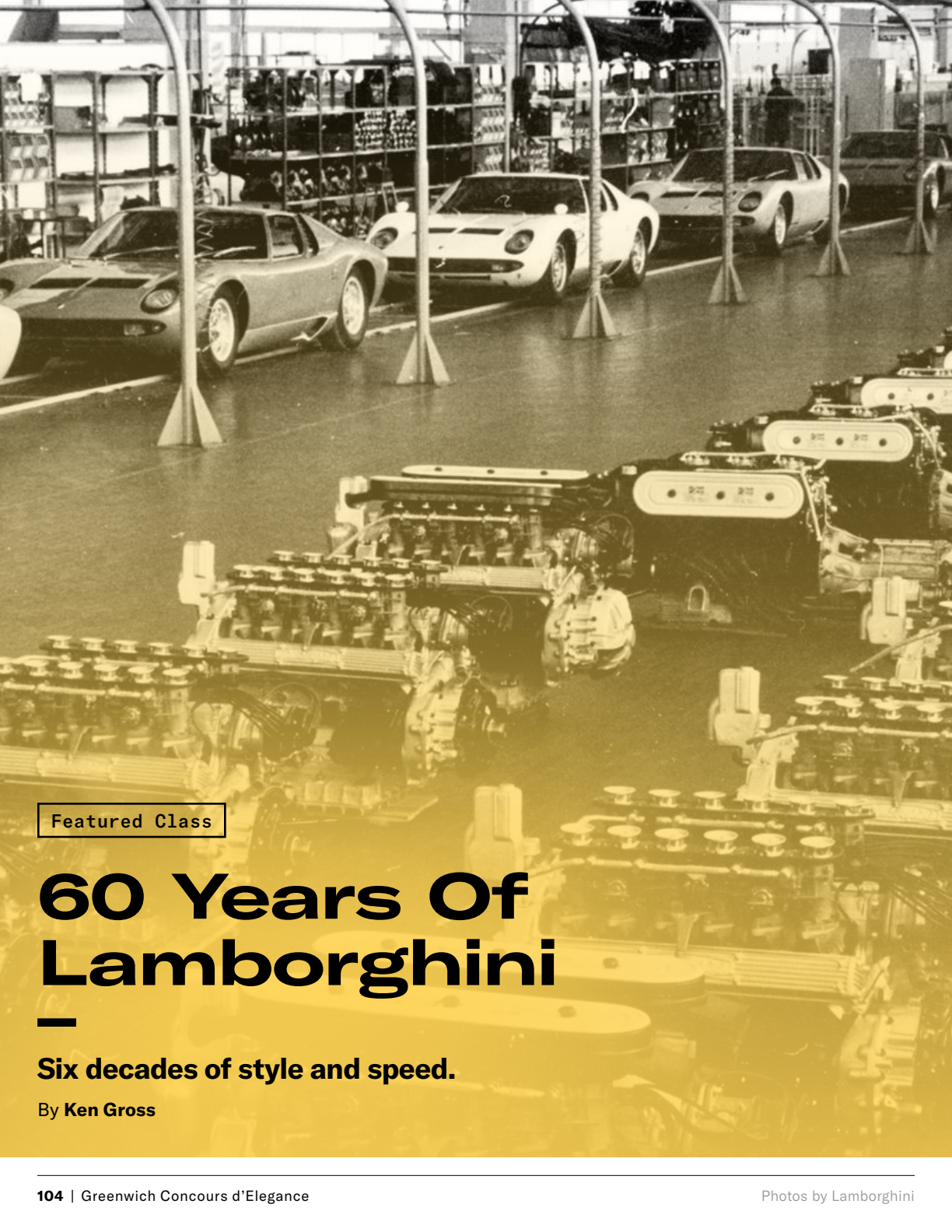
# Driving Season Essentials



**The road is calling. But first: gear up.**

Cruise over to The Shop for everything you need to celebrate your love of cars, on and off the road.





Featured Class

# 60 Years Of Lamborghini

**Six decades of style and speed.**

By **Ken Gross**

**WHERE LAMBORGHINI** is concerned, let's set a few myths straight. The company's founder, Ferruccio Lamborghini, didn't start building cars because the clutch in his Ferrari wasn't working and Enzo Ferrari refused to answer his telephone calls. The Italian tycoon—rich from manufacturing tractors and air conditioners—was successful in his own right. Like many titans of industry, his burgeoning ego demanded more recognition. In Italy, that meant one thing: making high-performance automobiles.

It took a lot of guts back in 1963, for anybody, no matter how egocentric, to even think they could displace the might of Maserati and the already splendid fame of Ferrari, especially without a racing reputation. Lamborghini had three things going for him: a talented, youthful trio composed of ex-Maserati engineer Giampaolo Dallara, managing engineer Paolo Stanzani, and a lanky ex-mechanic turned talented development test driver from New Zealand named Bob Wallace.

Asked how a tractor manufacturer could possibly become a credible builder of high-performance cars, Lamborghini's reply was classic. "In the past," he said, "I have bought some of the most famous

gran turismo cars, and in each of these magnificent machines I have found some faults. Too hot. Or uncomfortable. Or not sufficiently fast. Or not perfectly finished. Now, I want to make a GT car without faults. Not a technical bomb. Very normal. Very conventional. But a perfect car."

Lamborghini needed a noteworthy engine, and nothing less than a V-12 would do. He recruited another ex-Ferrari engineer, [Giotto Bizzarrini](#), to lay out a fresh design. Bizzarrini sculpted from scratch a four-cam, six-carburetor 3.5-liter V-12 that handily trounced the output of contemporary Ferrari 250 GTs. Reportedly, the new engine was installed in Lamborghini's own Ferrari for testing. The Veloce version's initial output (360 horsepower at 8000 rpm was the claimed figure) exceeded expectations; in street tune, the engine packed 336 horsepower at 6500 rpm. This output was achieved with milder camshafts and smaller Weber carburetors. Torque was a respectable 241 lb-ft at 4500 rpm. To achieve a low hood-line, horizontally mounted twin distributors were driven directly off the front of the intake camshafts. Six side-draft Weber carburetors were fed from intakes located between each set of twin camshafts.

Previous page: Miura production at Sant'Agata Bolognese, probably in the late 60's. In the foreground are V-12 Miura engines with vertical Weber carburetors, and Espada and Islero engines with side-draft Webers.

Automobili Lamborghini's bold venture nearly halted when the controversial first prototype, the shark-nosed 350 GTV, debuted at the 1963 Turin motor show. Its Franco Scaglione-designed coachwork was, in a word, awkward. The pop-up headlamps were interesting, but there were too many vents and slots peppering the bodywork. In Maranello, however, Enzo Ferrari had cause for concern: The specifications of Lamborghini's new car

handily beat those of the contemporary Ferrari GT models.

The GTV's tubular chassis, fabricated by Modenese racing specialists Neri and Bonacini, featured a fully independent suspension; Ferraris still retained live rear axles. A five-speed gearbox, supplied by ZF, was later built in-house by Lamborghini. The fast red cars with the prancing horse badge clung to their aging four-speed transmissions, supplemented





by a finicky electric overdrive. Six Webers were better than the three of Ferrari's and Lambo's four cams beat Ferrari's two, but Ferrari still won on looks. The design house [Pininfarina](#), which had outlasted all rivals for Ferrari's coachbuilding honors, was unavailable for Lamborghini, so the GTV's bizarre styling was a deficit. When the Turin show ended, Scaglione was out. Carrozzeria Touring was in, and it modified the design without losing sex appeal.

**The one-off 350 GTV, designed by Franco Scaglione, was the prototype design. It was a controversial effort, so the production cars were styled by Carrozzeria Touring.**





The resulting [Lamborghini 350 GT](#) was succeeded by the [400 GT](#) and then the 400 GT 2+2, all sharing the same basic coachwork. In 1965, having established a foothold in the automotive market, Lamborghini unveiled the sensational [Miura P400](#)—with a transversely mounted 4.0-liter V-12 located amidships and a clever transaxle that shared the engine's oil system. Low, sleek, wedge-shaped, and designed by the design genius [Marcello Gandini](#), the Miura had the power to unhinge Ferrari, whose front-engined 275 GTB now looked decidedly old-fashioned. The Miura begat the ground-breaking [Countach LP400](#), which in turn spawned the [Diablo](#), the [Murciélago](#), the [Gallardo](#), and the remarkable [Aventador](#).

Lamborghini has offered many models over 60 years—here are a few. From top to bottom: 350 GT, Miura, 25th Anniversary Countach, Diablo, Murciélago, and Gallardo.



Considered the first real supercar, the Miura's raucous V-12 is located amidships, just behind the driver.

I've had quite a bit of experience in Lamborghinis, both personally as well as professionally as an automotive writer. In 1988, I bought a 12,000-original-mile 400 GT 2+2. Compared with my [Ferrari 275 GTB](#), it was a lovely touring car. Its 4.0-liter twin-cam V-12 was utterly reliable, and the engine had gobs of low-end torque. In contrast with the 275, which shrieked like a *strega* (an Italian witch) at high rpm, the 400 GT accelerated with a deep bellow from its quad tailpipes. Its body was so inherently correct

aerodynamically, you could carry on a conversation with your co-driver with the windows down at 70 mph. One of my friends owned a Miura, and I have driven several others. You sit low in that car, with the transversely mounted V-12 located immediately behind you, so there is a cacophony of glorious mechanical noise filling your ears. The gear lever, buried in its slotted housing, takes some strength to operate, but it is very precise. Early Miuras supposedly started to lift off like an airplane at





speeds over 160 mph (Lamborghini later corrected that) but it raced to 150 mph in a trice. Sitting so low, just above the road surface, it felt as if you were on a rocket sled.

In the 1990s, I visited the factory and had the pleasure of driving with World Rally Championship driver Sandro Munari, who was then handling PR for Lamborghini. The 492-hp Diablo VT we were driving had an all-wheel-drive system that could transfer up to 25 percent of its power to the front wheels. That

helped improve its grip, but Munari was still able to get the rear end to swing out and skillfully drift the big beast on any road surface. I liked the Diablo once I became accustomed to its immense size. The V-10 Gallardo that replaced the Diablo was much lighter and more maneuverable.

But my favorite Lambo of those years was the Murciélago. Everything about it shouted “Supercar!” From its impossibly low silhouette; a bellowing 6.2-liter, 572-hp V-12 located behind



you; a contortionist-inspired entry, and \$290,000 price tag, exclusivity was this car's specialty. Lamborghini sold fewer than 100 annually in the U.S. Most owners lived in Los Angeles and Orange counties in California, with a few in Miami. Editors at England's *CAR* magazine called the Lambo "the last true Supercar." (They had no idea there'd eventually be even faster successors.)

The Murciélago was named for a ferocious nineteenth-century champion fighting bull, but you didn't need to be

a matador to tame it. Flip up one of the signature scissor doors, sit on the door-sill, fall backwards into the well-bolstered driver's bucket seat, then swing your legs into the footwell under the fat, leather-wrapped wheel. The shift knob, a sculpted aluminum ball on a lever working through a gated shifter, falls right to your hand. At last, the clutch was lighter than the Stairmaster setup that was found in earlier Diablos and Countachs.

The V-12's crescendo built as the revs rose to a 7500-rpm redline. Accelerator

mashed, the Murciélago bolted to 60 mph in 3.8 seconds, (wicked fast for that era), topped 100 mph in 5.7 seconds more, and if you ran it to the max, the speedometer would read 205 mph. Road grip was phenomenal—again, for the time—thanks to a permanent all-wheel-drive system that ensured some of the engine’s prodigious 479 lb-ft of torque was available to drive the front wheels. This helped keep the rear end firmly planted under hard acceleration.

Once underway, the massive Murciélago seemed to shrink around you; any wind noise was drowned out by the bellow from the powerful V-12 engine. Tucked into the bucket seat with one eye out for the law and the other facing a road that rushed headlong into your windshield like dust into a demented Hoover, you understood this car wasn’t just for posing—it was the real thing. Lamborghini introduced a Murciélago roadster in 2004. Both versions were a trip.

My favorite Murciélago story took place when I joined a group of Lamborghini owners one August on a drive from Napa to Monterey. I drove with [Valentino Balboni](#), Lamborghini’s legendary chief factory test driver. I was a bit intimidated (we later became friends), so I drove carefully, navigating

twisty backroads I had never seen before. We followed a long line of Lambos, clad in typical Lamborghini colors: bright yellows, brilliant oranges, deep greens, and dark-purple hues. There was one red Diablo in the pack. “Valentino,” I chirped, “You don’t often see a *red* Lamborghini.” He replied, “We do not like so much the red,” and we both laughed.

While Lamborghini automobiles always offered high performance, their styling could be considered dramatic and bold, compared with their rivals from Maranello. Not that Ferraris aren’t exciting; however, beginning with the Miura, escalating with the Countach, and right into the present day, Lamborghinis have always seemed to possess that extra flair and *brio*.

Today, Lamborghini offers the [Urus](#), a dramatically shaped super SUV, along with the speedy Huracán, the [Huracán STO](#), and the [Revuelto](#), a lightning-fast plug-in hybrid with a 6.5-liter V-12 and a total output of 1001 horsepower. Looking back, Lamborghini never needed to go racing to become a world-renowned contender. The company has always adapted to changing times. As Lamborghini transitions to the next chapter of propulsion technology, there’s a bright future ahead for the indomitable cars from Sant’Agata Bolognese. //





**Lamborghini Greenwich**  
300 West Putnam Avenue  
203-742-1101 | [lamborghinigreenwich.com](http://lamborghinigreenwich.com)

Featured Class

# The Cars of Alejandro de Tomaso

---

**Indefatigable Italian Innovator.**

By Lowell Paddock



**IN A BUSINESS** known for its brutal tactics, strong opinions, and out-sized ambitions, Alejandro de Tomaso stands out even today as one of a kind. Born on July 10, 1928, in Buenos Aires, Argentina, his was an Argentine family of Italian descent that had both political and economic clout. De Tomaso was instead attracted to motorsports, entering his first race at age 15 in a [Bugatti](#) Type 37. He later graduated to a Maserati A6GCS, placing seventh in the 1955 Buenos Aires 1000 kilometers, and taking fifth place the following year.

By then, however, de Tomaso found himself on the wrong side of Argentine politics and relocated his young family to Modena, Italy—the very heart of the Italian sports and racing car industry. Once established in Italy as a racing driver for the Italian automaker, [OSCA](#), he competed with some success. Along the way, he met and married his second wife, American heiress Isabelle Haskell, who was also an accomplished racer, and whose resources supported de Tomaso's ambitions as a manufacturer, building a variety of race cars that ranged from Formula Junior to Formula One.

De Tomaso was a tireless entrepreneur. His first product, the Vallerlunga, was amongst the earliest mid-engined cars, while the brawny Mangusta caught the attention of Ford and led to the creation of the Pantera (left). He also helped to save Maserati from liquidation, creating the compact Biturbo.







De Tomaso's trio of mid-engined sports cars began with the 1963 Vallelunga (top), powered by a 1.5 liter four-cylinder Ford engine. The Mangusta (right) carried 289 and later 302 Ford V-8s.

## From Track to Road

With [Ferrari](#), [Maserati](#), and a burgeoning [Lamborghini](#) as neighbors in one of Italy's most important industrial regions, the Po Valley, de Tomaso knew that the big money was to be made building cars for the general public. His first attempt was [the mid-engined Vallelunga](#),

designed with a backbone frame inspired by the cars built by the English automaker, [Lotus](#), and fitted with a mid-mounted 1.5-liter Ford Kent engine. Such was its period elegance that it was selected for an exhibition at New York's Museum of Modern Art in the fall of 1966, alongside a Lotus 32 and Porsche 906.



The Vallelunga caught the attention of [Carroll Shelby](#), who proposed a joint Ford V-8–powered, mid-engined Can Am racer project in 1964. When the promised cars weren’t delivered on time, Shelby pulled out, but de Tomaso transformed the open racer into a very dramatic coupe, styled by [Giorgetto Giugiaro](#) at Italian coachbuilder [Ghia](#) (which de Tomaso purchased in 1967 with the aid of his wealthy in-laws). Just 43 inches high, with short overhangs and dramatic, wheel-oriented

proportions, the new car was a hit of the 1966 Turin motor show. De Tomaso called it the [Mangusta](#), a biting (literally) riposte to Shelby that referenced the cobra-hungry Africa and Asian mongoose. As with the Vallelunga, Mangusta owners suffered from de Tomaso’s limited development resources, yet with an initial price of \$11,500 in the United States (versus the price of a [Lamborghini Miura](#) at \$19,000), it was something of a bargain supercar in its day. Around 400 were built.



## The Italian Job

Ever since Ferrari rebuffed Ford's attempt to buy the Italian automaker in 1963, Dearborn executives had been searching for other ways to burnish the company's image with a European sports car capable of competing with [Chevrolet's Corvette](#). At the same time, de Tomaso yearned for the stability, resources and, ultimately, profits that could be realized from a venture with a large automaker such as Ford. The answer was [the Pantera](#), a mid-engined evolution of the Mangusta,

penned by Ghia's American-born stylist [Tom Tjaarda](#). The Pantera caught the eye of Ford boss [Lee Iacocca](#), and so the Americans joined up with the Italians to build the Pantera. Ford took an 89% stake in de Tomaso in return for the rights to sell the car in the U.S. through its Lincoln-Mercury network. Ford ultimately sold around 5300 examples, although the Italo-American relationship was constantly stressed by the Pantera's spotty build quality. Ford ultimately backed out in 1973.



The Pantera was the mid-engined evolution of the Mangusta. It was sold through Lincoln-Mercury dealerships.



## Troubled Trident

Ford was done with the Italian car industry after the Pantera experience (although it continued to rely on Ghia's design capability for years). De Tomaso sensed opportunity when [Citroën](#), the French owner of Maserati, collapsed in 1974. With a holding company backed by the Italian government shouldering an 80% stake, de Tomaso bought the rest of Maserati

and developed an all-new, smaller, and lighter architecture that would graft the Maserati's trident-insignia badge onto a variety of coupes, sedans, and even a convertible designed and built by Italian coachbuilder [Zagato](#). [The Maserati Biturbo](#), so-called because of its innovative twin-turbo, multi-valve V-6, would be de Tomaso's best-selling car; eventually Maserati would sell 40,000 of them.

The Maserati Biturbo was de Tomaso's most successful product. Powered by twin-turbo V-6 engines that ranged from 2.0 to 2.8 liters, it was produced in multiple body styles. The Spyder (left) was built by Zagato. In 1986, Maserati launched the 430 (below), the Biturbo's high-performance flagship.





The de Tomaso name lives on today through the P900 hypercar. The P900 has a fully carbon-composite construction and an adjustable rear wing. Designed for track-only use, its initial V-10 engine will be joined in 2024 by a 6.3-liter, 888-hp V-12.

Yet the Biturbo, too, suffered from a variety of quality problems. Ultimately, that stunted its competitiveness to more reliable and better-built rivals sold by German automakers such as BMW and Mercedes-Benz.

Other low-production models such as the Guarà and the Biguà followed in the early 1990s, but the increasingly complex automotive world had become a high-stakes game, requiring a major partner

to share development costs. As a result, there was no future for the small Italian automaker. Alejandro de Tomaso suffered a stroke in 1993, and that same year he sold his stake in Maserati to the giant Italian automaker [Fiat](#). “It took several years for the Italian giant to sort out the 76-year-old Maserati’s decrepit Modena operation,” said one obituary. “Had it not been for de Tomaso, though, there would be no Maserati left to restore to glory.” //



# Fueling your most important moments

Our top care teams bring leading-edge expertise right to your community. We're committed to keeping you and your family well, so you can show up for life's most memorable moments. **Because what matters to you, matters to us.**

[nuvancehealth.org](https://nuvancehealth.org)

Norwalk Hospital





Featured Class

# Century Cycles

100 years of motorcycle  
revolutions and evolutions

By John P. Lawless

**WHILE WE MAY VIEW** 100-year-old motorcycles as fragile, crude relics of the past that don't have anything to do with the modern form of two-wheeled transport, nothing could be further from the truth. Motorcycles, like automobiles, are evolutionary designs built on the failures and successes of their predecessors.

Early motorcycles were little more than single-cylinder engines fixed to a beefy bicycle frame. Charles A. Metz's Waltham Manufacturing Company made the Orient brand that is recognized as America's first production motorcycle. Many others were to follow in quick succession, marking the change from moto-bicycles to motorcycles.



Previous page: Walter Davidson, the first president of the Harley Davidson Motor Company, poses with his bike after winning the 1908 Federation of American Motorcyclists' endurance run.

Above: The Orient Light Roadster, a model of the first production motorcycle

Indian's innovative 1901 model featured a fuel tank mounted above the rear fender; the engine acted as part of the frame. The pedal crank used chains—unlike other manufacturers that favored belts—to drive the rear wheel. The suspension consisted of a simple, spring-mounted seat. The rear coaster brake was barely adequate for a machine with a top speed of about 25 mph. Indian offered the first production motorcycle with a twist-grip throttle in 1904. By 1910, Indian was the world's largest motorcycle manufacturer, fueled by other advances such as the "loop frame", automatic oil pump, and leaf-spring front forks.

**Early Indian motorcycle with a 499-cc, 3.5-hp single-cylinder engine. The bike took first, second, and third places in the Isle of Man Senior Tourist Trophy (TT) race of 1911.**







Riding was dangerous enough in the daylight, but riding at night was nearly impossible until headlights first appeared on motorcycles in 1904. Prest-O-Lite offered a clever set up utilizing acetylene gas stored in a cylinder to power the headlight. This method was rendered obsolete as batteries and magnetos became more reliable, enabling electric-powered bulb headlights in the 1920s.

By 1906, Marsh & Metz offered V-twin engines and by 1909, Pierce introduced an upscale machine with an astounding 700-cc flathead four-cylinder engine, shaft drive, and a large-diameter frame with internal tanks for fuel and oil. Pierce halted production of these costly motorcycles in 1913. Henderson launched a chain-drive, inline-four-cylinder engine in 1912 that utilized a hand-crank starter instead of the usual pedal start method used by its competitors. In contrast, British brand Scott offered a kick starter in 1910 that would become the most popular means of starting a motorcycle until the 1970s.

**Prest-O-Lite attachment on a Harley-Davidson Model 18-F three-speed twin, circa 1918.**



Flying Merkel, 1911

Merkel manufactured its first single-cylinder motorcycles in 1902; in 1910, its V-twin-powered bikes—with front forks employing enclosed sliders—soon became the standard bearer of quality, handling, and comfort. In combination with the Merkel forks, the eyeball-searing, orange-painted frames had a rear suspension. Indian took a different approach when it offered the world's first swing-arm rear suspension in 1913 on its 1000-cc twin-cylinder.

Harley-Davidson built its first single-cylinder motorcycle in 1903, its first production V-twin by 1911, and outproduced rival Indian by 1913. Harley was not as innovative as other manufacturers at the time, but its more cautious, conservative approach allowed it to weed out non-essential changes.

Another great rival of Indian and Harley-Davidson was the Excelsior brand (later Excelsior-Henderson), which made its first large-capacity V-twins by 1910. By



**Indian Big Twin, 1915**

1913, these grew to 1000 cc and had trailing-link front forks with leaf springs and three-speed transmissions. In this period, Excelsior's racers were clocked at more than 100 mph on the steeply banked wooden board tracks that had sprung up around the country.

When America entered World War I, civilian motorcycle production was in high gear, with more than 35 manufacturers producing motorcycles. Pope, Reading Standard, Iver Johnson, and Emblem

were brands that flourished in this period. You could even mail-order motorcycles from the Sears Roebuck catalog. Despite that rosy outlook and robust market for motor vehicles, the war took its toll. Unless the manufacturer had a wartime production contract, it was out of luck. Many motorcycle companies disappeared by 1918. Moving into the 1920s, Harley, Indian, and Excelsior dominated the market, leaving little room for innovation and choice for the American consumer.



Interesting and odd inventions still appeared, with the Ner-A-Car and Militaire brands being two that should be recognized for innovations such as hub-centered steering, feet-forward controls, friction drive and even a reverse gear on the Militaire. Motorcyclists have a well-earned reputation for being conservative in their choices and favoring proven technology. There's nothing wrong with that, but it is interesting to think of how some of these more outrageous two-wheeled wonders would have shaped our future. One of the oddest configurations was the set up on the German-built Megola, which had a five-cylinder radial engine mounted in the front wheel.

After the Henderson brand was sold to Ignaz Schwinn's Excelsior motorcycle, William Henderson designed a new

four-cylinder brand named Ace. With a flurry of publicity touting its well-earned reputation, the Philadelphia-based firm built what many would call the best motorcycle of the early 1920s. Sadly, Henderson was killed in a traffic accident in 1922, but the company made one last dash for glory with a 129-mph speed record in 1923 with the XP4. Losing money on every machine it sold, Ace was not long for this world. Selling out to Indian in 1927, the last great rival to the American Big Three was extinguished.

Motorcycles of the Jazz Age offered riders a chance to venture beyond the confines of their towns. They were free to explore the world on machines that were dependable, stylish, and faster than ever before. Headlong into the unknown they roared, not knowing what lay just ahead. //



# FROM **CONCOURS** TO CUSTOMS SINCE 2002



**KTLRESTORATIONS.COM | 434-685-7353**



Featured Class

# Road Racing Motorcycles

---

By John P. Lawless

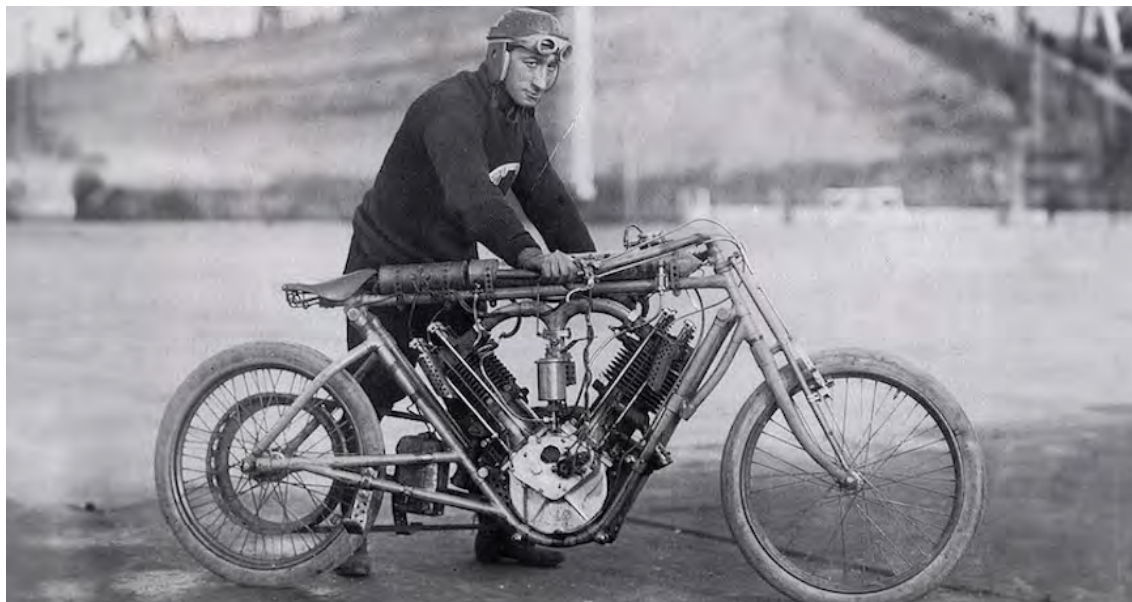


**AT THE TURN** of the twentieth century, bicycle racing was at its zenith. Two-wheeled motorized pacers utilizing internal combustion engines were created to help bicyclists achieve previously unseen speeds on the velodrome tracks that were all the rage. Spectators were awestruck by these mechanical behemoths and soon after their introduction, pacer races were staged. From this humble start, motorcycle racing was born.

In 1901, the first motorcycle race to take place on American soil was in Los Angeles and was won by an Orient cycle. These early races were usually held on horse tracks, which were often bumpy and choked with dust. In Europe, road races were just that; races held on closed public roads.



A 2-hp Orient in the hands of factory rider Ralph Hamlin won the first West Coast motorcycle race on the one-mile Los Angeles horse track. He beat three other bikes to win the 10-lap race in 18 minutes 30 seconds (about 32 mph).



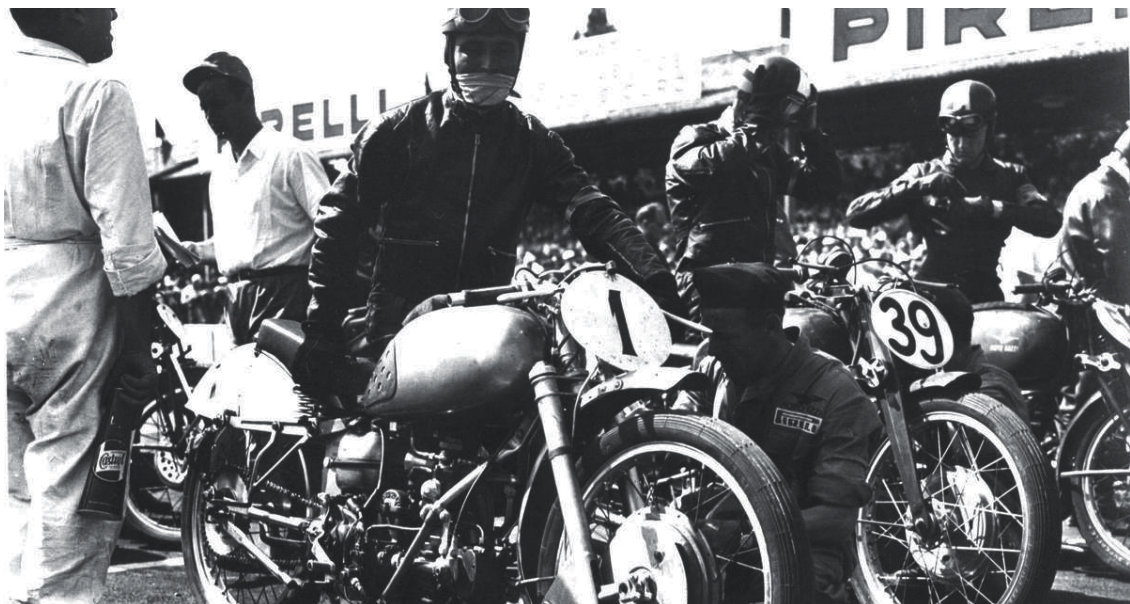
**Will Cooke with his JAP-engined NLG set the world motorcycle speed record of 75.9 mph at Brooklands circuit in 1909.**

The first taste of international road racing for American motorcycle manufacturers came in 1909 at the Isle of Man off the coasts of England and Ireland. Indian swept the podium in 1911 with its new, high-tech eight-valve racers. Indian was the largest manufacturer of motorcycles and sent racers to the isle seeking glory until it ceased its efforts in 1923.

European racers benefited from tracks such as the banked Brooklands circuit in England, Monza in Italy, and the Nürburgring in Germany. These tracks were purpose-built facilities with impervious surfaces of macadam and concrete

for testing and racing, which did not exist in America at the time.

In the spring of 1910, American speed freaks got their first taste of organized board-track racing for motorcycles. Motordromes drew huge crowds to witness the thrills and spills that were the hallmark of the sport. Sensationalized by the media, the top racing champions were well-paid professional athletes, but as the injuries and death toll mounted, the allure of the murderdromes—as the tracks became known—faded. Instead, riders and manufacturers turned to long-distance endurance runs to promote the reliability and durability of their products.



**Moto Guzzi's horizontally opposed, single-cylinder engines provided a low-drag advantage versus the vertical-cylinder engine designs of its rivals.**

In the period between the world wars, the design of racing motorcycles was influenced and shaped by the available tracks. A typical Brooklands special might include a 1000-cc JAP (J.A. Prestwich) V-twin-powered special, a 350-cc AJS, a 500-cc Norton or a New Imperial. Similarly, in Germany, one might find a BMW, DKW, or NSU motorcycle setting records. In Italy, Benelli, Moto Guzzi, and Gilera built everything from single-cylinder machines to supercharged four-cylinder racers.

The Fédération Internationale de Motocyclisme (FIM) World Championship series was formed after World War

II, and road racing as we know it today was popularized. Despite banning supercharging, road racing's Golden Era was beginning in earnest. The Manx Norton, the BSA Goldstar, and the AJS 7R "Boy Racer" dominated the scene. Factory efforts with 500-cc engines in grand prix racing included the all-conquering Gilera four-cylinder, the MV Agusta four-cylinder, and the mighty Moto Guzzi V-8 with streamlined dustbin fairings. These bikes represented the high-water mark before the major Italian brands pulled out of racing in an attempt to save costs, as small cars and Vespa scooters were cutting into the sales of new motorcycles.



The American postwar boom of sports cars led to the building of paved tracks across the country. This, in turn, opened the door for motorcycles to join in the fun with these safer circuits. By 1961, the Daytona 200 motorcycle race moved from the beach to the new banked speedway in Florida; the race continues there today. The American Motorcyclists

Association (AMA) drew up rules that favored American manufacturers. As a result, the Harley-Davidson KRTT won from 1955 to 1969 except for three English Triumph brand victories in that period. Harley's main American rival, Indian, was gone by 1955.

Road racing in America during the 1960s and 1970s saw manufacturers

**Roger Reiman of Kewanee, Illinois, riding a Harley-Davidson on his way to winning the first Daytona 200 AMA Motorcycle race to be held at Daytona International Speedway.**



embracing the notion that winning on Sunday led to selling on Monday, and serious money and support came into the sport. Yamaha brought two-stroke engines into the mix with its 350-cc “giant killer,” the TR3. This led to an ever-increasing swing from four-stroke production-based racing motorcycles to more exotic F750-class purpose-built

racers such as the all-conquering Yamaha TZ750, which dominated the scene for the next decade. Recognizing the limitations of selling two-stroke street motorcycles in a world where fuel shortages and pollution were changing public perceptions, four-stroke machines made a comeback on the racetrack by the early 1980s.

Dick Mann won the 1971 Daytona 200 on a bike similar to this 750-cc BSA Rocket 3. It was the end of an era, as the 1972 race was won by a 350-cc “Giant Killer” Yamaha two-stroke.



AMA Superbike racing required that the machines in the top class now were based on machines that one could buy at local dealerships. During this era, a steady stream of American racers including Steve Baker, Kenny Roberts, Freddie Spencer, Eddie Lawson, Wayne Rainey, and Kevin Schwantz made their way to Europe to win FIM World Championships on pure 500-cc Grand Prix equipment until 2002, when 990-cc four-stroke engines were brought back to the top class. Nicky Hayden, known to fans around the world as “The Kentucky Kid,” won the MotoGP World Championship in 2006, ending the

chapter of Americans winning the top prize. Today’s MotoGP racing motorcycles feature advanced technology shared with Formula 1 cars, including carbon-fiber brake discs, seamlessly shifting gearboxes, carbon-fiber bodywork, aerodynamic aids, and cutting-edge electronics.

In his seminal work from 1906, *Ten Years of Motors and Motor Racing*, Charles Jarrott wrote, “To finish first, you must first finish.” It’s equally true today. To win at road racing, vehicles must be both fast and durable, the racer brave and skillful. That is the winning formula, the secret sauce for success in all of motor-sport’s endeavors. //

Handcrafted in a small workshop in New Zealand by engineering genius John Britten, only ten V1000 bikes were built between 1991 and 1998, making them some of the most desirable bikes on the planet.





# EXPEDITION MOTOR CO

**SECURE YOUR 2024 BUILD SLOT**  
**SCAN BELOW**



## VINTAGE CONVERTIBLE G-WAGENS

+1 (267) 714-4112  
@expeditionmotorcompany  
[www.expeditionmotorcompany.com](http://www.expeditionmotorcompany.com)

# Hagerty Drivers Foundation

---

Shaping the future of car culture  
while celebrating its past





In 2023, the Hagerty Drivers Foundation added Amelia Earhart's 1937 Cord 812 and an important 1952 Porsche America Roadster to the National Historic Vehicle Register.

**HAGERTY IS COMMITTED** to helping shape the future of car culture while celebrating our automotive past. In 2021, after two decades of philanthropic efforts in the automotive industry and enthusiast communities, we created the Hagerty Drivers Foundation. Why? Because we believe car culture should never be lost or forgotten, and it is our mission to make it accessible for everyone, along with funding for automotive training and education.

“The automobile is one of the most significant cultural achievements of modern society,” says McKeel Hagerty, CEO of Hagerty. “Through the coordinated efforts of the Hagerty Drivers Foundation, it is our goal to impact future generations by providing educational funding and to ensure we have a platform to preserve, protect, and celebrate car culture.”

The roots of the Drivers Foundation go back to the late 1990s, when comedian and noted car collector Jay Leno challenged automotive business leaders to find ways to give back to the community. We at Hagerty responded by creating the Hagerty Fund. Since then, our charitable branch has taken on a few different iterations, but the mission has remained the same: to shape the future of car culture, while preserving and celebrating automotive history.

Through an annual pledge of \$1.5 million, the Hagerty Drivers Foundation will focus its work in the key areas of education and culture.



## Education

The Foundation provides up to \$200,000 in grants on an annual basis. Part of this funding is directed to accredited institutions with programs that teach automotive restoration, preservation, and conservation. These funds are for a combination of scholarships as well as direct program support. Over two-thirds of the grant funding goes to the Foundation's License to the Future program. This initiative provides funding for more than 200 scholarships each year to help young people afford driver's education, putting the next generation behind the wheel. The Foundation believes that a lifetime of safe driving begins with quality driver's training. This initiative will help the next generation of car enthusiasts learn the skills and rules of the road that they need to protect themselves and others.

## Culture

The Foundation will continue to build upon the work of the National Historic Vehicle Register, the only federally recognized program of its kind. Formed in 2014 in partnership with the U.S. Department of the Interior, Heritage Documentation Programs, and the Library of Congress, the National Historic Vehicle Register creates within the Library of Congress a permanent archive of culturally and historically significant automobiles, motorcycles, trucks, and commercial vehicles. Prior to 2014, these vehicles had never been documented as part of America's cultural past.

**One of Porsche's first true factory racers, the Type 540 or America Roadster as it became known, was a run of just 17 cars that were built specifically with the U.S. sports car market in mind.**





Famed aviator Amelia Earhart had a passion for cars—especially her 1937 Cord. Here she poses with the car and the Lockheed airplane in which she made her doomed final flight.

The vehicles on the Register represent many different eras and cultural movements, each demonstrating the profound impact of the vehicle in both history and culture. Vehicles curated and selected for the National Historic Vehicle Register are based upon association with four criteria:

- 1. Associative Value – Event:** A vehicle associated with an event or events that are important in automotive or American history.
- 2. Associative Value – Person:** A vehicle associated with the lives of significant persons in automotive or American history.
- 3. Design or Construction Value:** A vehicle that is distinctive based on design, engineering, craftsmanship, or aesthetic value.
- 4. Informational Value:** A vehicle of a particular type that was the first or last produced, has an element of rarity as a survivor of its type, or is among the most well-preserved or thoughtfully restored surviving examples.

Sharing America's automotive heritage is an integral part of ensuring that it is never lost or forgotten.

We further accomplish this through

1. Documentaries on our YouTube channel, where we tell the human-interest stories behind the horsepower; and
2. Cars at the Capital, an exhibition held each September on the National Mall in Washington, D.C., where vehicles added to the Register are exhibited in a beautifully lit glass enclosure. Vehicles are displayed on "America's front yard," between the U.S. Capitol building and the Washington Monument one at a time in order to allow visitors, tourists, and passersby to experience the important impact of the automobile on American culture.

## Thought Leadership

The Foundation is committed to funding research on the environmental implications and economic impact of enthusiast vehicles. The Foundation's research will lead the conversation, accurately quantifying the true environmental impact and measuring the vast economic scope of car culture in America.

To find out more about the Hagerty Drivers Foundation and the National Historic Vehicle Register, apply for grants, and how you can help support the work of the Foundation, go to: [driversfoundation.org](https://driversfoundation.org)

To view the documentaries that share the history and the human-interest stories behind the horsepower, please visit: [youtube.com/c/hagertydriversfoundation](https://youtube.com/c/hagertydriversfoundation)







# CLASSIC CARS. MODERN STORAGE.

SCAN THE QR CODE BELOW TO EXPLORE OUR MONTHLY STORAGE PACKAGES AND INCENTIVES



NORTH AMERICAN MOTOR CAR  
32 MIRY BROOK ROAD, DANBURY, CT 06810

(866) 566 6867  
[STORAGE@NORTHAMERICANMOTORCAR.COM](mailto:STORAGE@NORTHAMERICANMOTORCAR.COM)





# ALWAYS READY

Stay ready to cruise with our durable lithium-powered Battery Tender® 600 AMP Jump Starter and Power Bank. Small but mighty, this jump starter is strong enough to start any 12 volt battery on gas and diesel engines up to a V8.

UP  
TO **30X**  
JUMP STARTS

  
8.0L GAS  
6.5L DIESEL  
ENGINES



SPARK PROOF



REVERSE HOOKUP  
PROTECTION



## EV CHARGERS **NOW AVAILABLE**

LEVEL 1 & 2 | COMPATIBLE WITH ALL EV & PHEV | PORTABLE & MOUNTABLE

Introducing the Battery Tender® Level 1 and Level 2 EV Chargers. With over 35 years of experience charging and maintaining all types of batteries, we're expanding our expertise to EV charging. From 16 AMP level 1 to 48 AMP level 2 chargers, we're prepared to charge any EV or plug-in hybrid vehicle.

BATTERYTENDER.COM

START WITH TRUST™





# Purpose-built

Finance your next classic, collector, or exotic with Woodside Credit. Since 2003, collectors and enthusiasts alike have found value in the **Lowest Payments in America** and unmatched financing terms.

---

Get a no-obligation estimate  
or call us directly 475-303-5786



**HAGERTY**®

As a part of our full service offerings,  
Woodside Credit is a Hagerty insurance agent.

// 1933 Packard 1001 Standard  
Eight Coupe Roadster





## DEAR FRIENDS

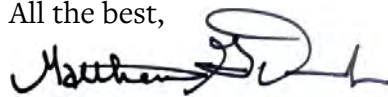
It is my great pleasure to welcome you to the 28th Greenwich Concours d'Elegance, the Northeast's premier motoring event. It is with the utmost gratitude that we thank the people who contribute so mightily to the continued success of our show, including:

- Our many expert judges, volunteers, and Hagerty staff who put their all into creating a fantastic experience for our guests.
- Our sponsors, partners, and vendors, who give us their continued support.

- All the enthusiasts who have graced our field with their extraordinary cars over the years.
- And to all the spectators who come to the show year in and year out, and provide us with invaluable feedback.

Thank you all for joining us for the 2024 Greenwich Concours d' Elegance. Enjoy the show!

All the best,



Matt Orendac

**Vice Chairman, Concours Group**



# If you love cars, you belong with us

Hagerty Drivers Club® makes the experience  
of driving, loving and owning cars even better.

Members enjoy

Exclusive  
automotive  
discounts and  
partner offers\*

Full insights  
into vehicle values  
with Hagerty  
Valuation Tools®

Annual  
subscription to  
*Hagerty Drivers  
Club* magazine

Emergency  
roadside with  
guaranteed  
flatbed towing

Unlimited  
classified listings  
on Hagerty  
Marketplace

2024

**HDC**Days

**Mark your calendars for HDC Days**, an exclusive celebration of driving, car culture and the club community. From June 21-23, members will enjoy epic online offers, unique driving experiences, one-of-a-kind contests and much more.

Join us from wherever you are and show how you celebrate when you add hashtag #HDCdays2024 to your social media posts.

Ready to ride?

**Join the club today**

+1-800-922-4050

[hagerty.com/drivers-club](https://hagerty.com/drivers-club)



**HAGERTY** | Drivers Club

Membership by Hagerty Drivers Club (HDC), a non-insurance subsidiary of The Hagerty Group, LLC. Roadside services provided by/thru Cross Country Motor Club except in AK, CA, HI, OR, WI & WY where services are provided by Cross Country Motor Club of California, Inc. For additional information and a complete description of benefits, visit [hagerty.com/corporate/legal](https://hagerty.com/corporate/legal). Purchase of insurance not required for membership in HDC. Membership benefits by Hagerty Drivers Club (HDC), a non-insurance subsidiary of The Hagerty Group, LLC. Purchase of insurance not required for membership in HDC. Hagerty Drivers Club is a registered trademark of The Hagerty Group LLC, ©2024 The Hagerty Group, LLC. All Rights Reserved. The Hagerty Group, LLC is a wholly owned subsidiary of Hagerty, Inc.