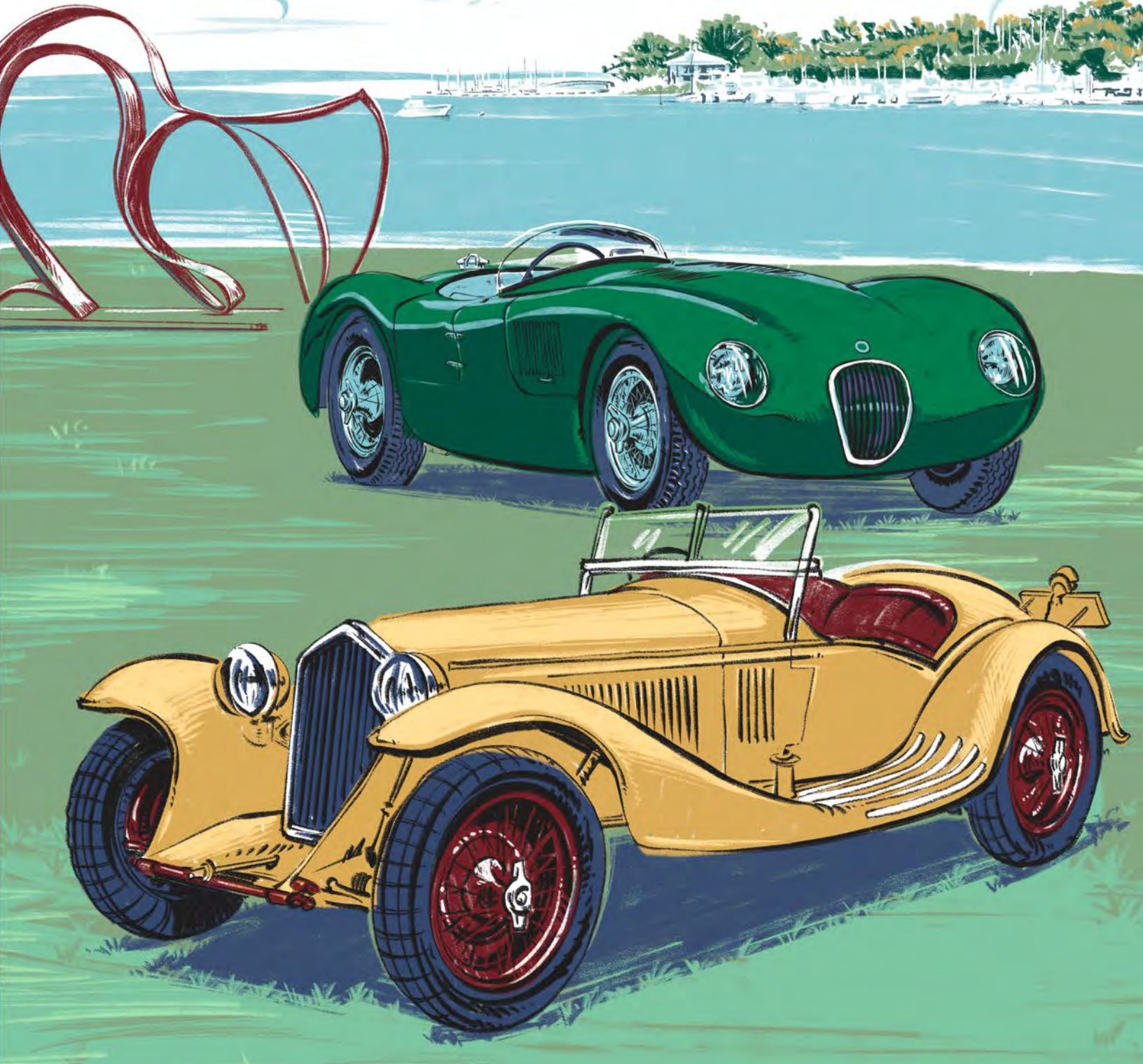


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THE GREENWICH CONCOURS



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WELCOME



ON BEHALF OF everyone at Hagerty, it is our distinct pleasure to welcome you to the 30th Anniversary of the Greenwich Concours d'Elegance—a celebrated East Coast legacy and a gathering that continues to unite an extraordinary community of collectors, enthusiasts, and visionaries. For three decades, Greenwich has been a stage for the world's most remarkable automobiles and the shared passion that brings us together year after year.

Saturday's Concours de Sport sets the pace with an exhilarating display of 250 exceptional automobiles, each chosen for its uncompromising design, performance, and innovation—machines shaped by the relentless pursuit of motorsports excellence.

On Sunday, the atmosphere shifts to refined elegance as the Concours d'Elegance takes center stage. A carefully curated field of 250 historically significant automobiles will vie for the ultimate honor of Best in Show, judged among peers that represent the very highest standards of craftsmanship and heritage. This year's featured classes include European Coachbuilder (Touring), Packard, BMW Motorcycles, and many more highlights that span generations of automotive artistry.

We are especially honored to welcome



our 2026 Grand Marshal, the legendary Paul Russell, founder of Paul Russell and Company—the world-renowned restoration and preservation shop that has been stewarding extraordinary automobiles since 1978. Paul joins us with a breathtaking display of his celebrated body of work, including a 1956 Ferrari 410 Superamerica, a Ferrari 166 MM/195 S Berlinetta Le Mans (winner of the 1950 Mille Miglia), and a 1959 Porsche 718 RSK Spyder. Each stands as a testament to authenticity, craftsmanship, and Paul's enduring legacy.

From the allure of the open road to an evening by the water, the weekend unfolds in graceful sophistication. By day, the Hagerty Ride & Drive, presented with Mobil 1, invites guests to get behind the wheel of cutting-edge new models or iconic classics and cruise

through Greenwich in effortless style.

On the show field, our “High Tide Talks”—led by Justin Bell and Bill Rothermel—offer engaging conversations with distinguished owners and automotive luminaries. As dusk settles, the celebration culminates at Reverie, a waterfront soirée honoring our Grand Marshal and featuring impeccable cuisine, artisanal cocktails, and an elegant display of concours automobiles.

We hope you enjoy every unforgettable moment of this milestone celebration and thank you for being part of what makes Greenwich so singularly special. We look forward to welcoming you to the field. **H**

Warm regards,

McKeel and Soon Hagerty

GUARANTEED TO TURN HEADS.

BMW M3



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The Ultimate Driving Machine®

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The 2026 Greenwich Concours Grand Marshal



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Thirty Years of Automotive Excellence

SCHEDULE OF EVENTS



FRIDAY 29 MAY

Ride & Drive

Island Beach Parking Lot
9:00 AM – 2:00 PM
Hagerty Mobil 1 (11:00 AM – 1:30 PM)
Various automakers

A fan favorite, open to those with a valid driver's license. Guests are welcome to come and drive vehicles from the Hagerty Collection and various automakers. Get behind the wheel of an array of cars, with manual and automatic transmissions! A team member will join you on your adventure around Greenwich.

Greenwich Grand Tour

Malcolm Pray Achievement Center
Bedford, New York
9:30 AM – 3:30 PM

Limited to Concours Entrant vehicles, our Grand Tour will take entrants throughout winding, scenic Connecticut and New York roads. Enjoy Coffee & Donuts while vehicles prepare for the tour together. After the morning drive, we will make a stop for lunch, cars, and camaraderie. Recommended attire: casual.

SATURDAY 30 MAY CONCOURS DE SPORT

Concours de Sport

Roger Sherman Baldwin Park
10:00 AM – 4:00 PM
(Early show field entry ticket holders and Club Greenwich gates open at 8:00 AM)

Love motorsports? Join us for Concours de Sport, featuring a highly curated selection of the epitome of automotive style, performance, and innovation. Across 18 judged car classes, enjoy some of the world's most exciting automobiles at a concours for the next generation.

Ride & Drive

Island Beach Parking Lot
9:00 AM – 2:00 PM
Hagerty Mobil 1
Various automakers

A fan favorite, open to those with a valid driver's license. Guests are welcome to come and drive vehicles from the Hagerty Collection and various automakers. Get behind the wheel of an array of cars, with manual and automatic transmissions! A team member will join you on your adventure around Greenwich.

Club Greenwich

Greenwich Show Field
10:00 AM – 3:00 PM

Upgrade your Saturday Concours de Sport experience in Club Greenwich, which includes early admission, a private lounge with covered seating, complimentary food, drinks, and more. Featuring early admission onto the show field on Saturday, one hour prior to gates opening to the public. Breakfast, lunch, and afternoon snacks.

Youth Judging

Information Tent
9:30 AM – 11:00 AM

The Young Judges are guided through the show field as a group to pre-selected show cars and interact with owners, allowing the judges to learn details, history, and fun facts about each car. Young Judges use a simplified score card that highlights five basic categories rated on a scale of 1 to 5.

Cars Talk at High Tide Lounge

Mid-field Production
10:30 AM - 11:30 AM

Live production with Emcees Bill Rothermel and Justin Bell highlighting significant vehicles. General admission guests can purchase an elevated experience to include premier viewing, Bloody Mary bar, lite brunch bites, and more.



SUNDAY 31 MAY CONCOURS D'ELEGANCE

Awards Ceremony

Waterfront Awards Arch 1:30 PM – 3:00 PM

This premier event celebrates the epitome of motorsports vehicles vying for top honors in various classes.

Reverie

Roger Sherman Baldwin Park 6:30 PM – 9:30 PM

Join us Saturday evening at Reverie Greenwich for a chic waterfront soirée. We'll honor our 2026 Grand Marshal, Paul Russell, enjoy elevated culinary offerings from five of Greenwich's most beloved restaurants, and savor hand-crafted cocktails.

Located in Club Greenwich on the main show field, you'll enjoy an elegant evening with fellow enthusiasts and be able to stroll along the waterfront for an intimate look at a curated selection of vehicles from The Greenwich Concours.

- An exquisite culinary experience featuring a variety of gourmet offerings and a hosted bar
- Must be 21+ to attend
- Dress to impress

30th Annual Greenwich Concours d'Elegance

Roger Sherman Baldwin Park 10:00 AM – 4:00 PM

(Early show field entry ticket holders and Club Greenwich gates open at 9:00 AM)

Building on our legacy of excellence, Sunday's Concours d'Elegance features a meticulously curated selection of vehicles, embodying the pinnacle of automotive design and engineering.

Ride & Drive

Island Beach Parking Lot 9:00 AM – 3:00 PM

Hagerty Mobil 1 Various automakers

A fan favorite, open to those with a valid driver's license. Guests are welcome to come and drive vehicles from the Hagerty Collection and various automakers. Get behind the wheel of an array of cars, with manual and automatic transmissions! A team member will join you on your adventure.

Club Greenwich

Greenwich Show Field 9:30 AM – 4:00 PM

Upgrade your Sunday Concours d'Elegance experience with early admission, a private lounge with covered seating, complimentary food, drinks, and more. Featuring early admission onto the show field on Sunday, one hour prior to gates opening to the public. Breakfast, lunch, and afternoon snacks.

Junior Judging

Information Tent 9:30 AM – 12:00 PM

Junior Judges are guided through the show field as a group to pre-selected show cars and interact with owners, allowing the judges to learn details, history, and fun facts about each car. Junior Judges will score using a curated card that closely replicates Concours JAG judging.

Car Talk at High Tide Lounge

Mid-field Production 10:30 AM – 12:00 PM

Live production with emcees Bill Rothermel and Justin Bell highlighting significant vehicles. General admission guests can purchase an elevated experience to include premier viewing, Bloody Mary bar, lite brunch bites, and more.

Awards Ceremony

Waterfront Awards Arch 2:00 PM – 4:00 PM

This premier event celebrates the epitome of motorsports vehicles vying for top honors in various classes.

AS WE REFLECT ON 66 YEARS, THE TRUST YOU
PLACE IN US HAS ALWAYS SHINED THROUGH.



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COMMITTEES AND STAFF

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Paul Russell

Chairman
McKeel Hagerty

Chief Marketing Officer
Marc Burns

Vice Chairman
Matt Orendac

Senior Vice President of Events & Experiences
Derek Prechtl

Vice President of Events & Experiences
Laurel McFarlane

Concours Director
Tara Noftz

Entrant and Judge Manager
Jennifer Grosse

Operations Manager
Cam Corteggiano

Hospitality Manager
Amanda Engler

Senior Manager of Commercial Partnerships
Operations
Nicolle Girard

Director of Brand Partnerships
Stephanie Begnal

Commercial Partnerships Sales Marketing
Coordinator
Makenna Mottram

Volunteer Coordinators
Tara Noftz and Jennifer Grosse

Master of Ceremonies
Justin Bell and Bill Rothermel

Historian
Bill Rothermel

Event Program Contributors
**Nick French
Kirk Seaman**

Chief Judge
Ken Gross

Co-Lead Judge
Nigel Matthews

Co-Lead Judge
Chris Kramer

Honorary Judge
Ed Welburn

Honorary Judge
Wayne Carini

Honorary Judge
Judy Stropus

Selection Committee
**Tom Cotter
Steven Fong
Leland Graham
Ken Gross
John Lawless
Lowell Paddock
Lake Underwood
Charlie Vrana**

CONCOURS JUDGES

Kim Barnes

Pylesville, Maryland
Manager of the Classic Tire Line for Michelin

Don Breslauer

Salisbury, Connecticut
Director, New England Racing Museum

Wayne Carini

Portland, Connecticut
Host of TV's *Chasing Classic Cars*

Dennis David

Thomaston, Connecticut
Automotive appraiser

Chris DeMarey

Hampton, Massachusetts
Digital marketing, Stonewall Insurance Group

Jeff DeMarey

Hampden, Massachusetts
Insurance executive and former Classic Car Club of America board member

Alexandra Domar

Moody, Alabama
Preservation and restoration expert

Keith Duly

Bethlehem, Connecticut
Retired aerospace engineer

Jeff Goldstein

Warwick, Rhode Island
National Association of Automobile Museums

Ken Gross

Purcellville, Virginia
Chief Judge, award-winning writer, and automotive historian

David Kinney

Great Falls, Virginia
Appraiser, journalist, and founder of US Appraisal

Chris Kramer

Rösrath, Germany
Classic car consultant and Co-Chief Judge, Amelia Concours

John Lawless

Coatesville, Pennsylvania
Journalist for *Motorcycle Classics* and business owner

Mark Lizewskie

Harrisburg, Pennsylvania
General manager, D.L. George Historic Motorcars

Nigel Matthews

Richmond, British Columbia, Canada
Chief Judge, Amelia Concours

Casey Maxon

Berryton, Kansas
Senior Manager of Heritage, Hagerty

Tim McNair

Blue Bell, Pennsylvania
Concours preparation and detailing specialist

Dane Medici

Poughkeepsie, New York
Collector car insurance specialist

Miles Morris

Weston, Connecticut
Historic car consultant and broker

Alex von Moser

Sassenheim, Holland
Collector car acquisition consultant

Mark Moskowitz

Gastonia, North Carolina
Retired surgeon and automotive journalist



Phil Neff

West Chester, Pennsylvania
Chief Judge at Greenbrier Concours and
Audrain Concours d'Elegance

Brian Oliver

Stratford, Connecticut
Director of Automotive Restorations

Whitney Overocker

Newport, Rhode Island
Artist, owner of Whitney Ware

Lowell Paddock

New Preston-Marble Dale, Connecticut
Executive Director, Sunday in the Park, Lime
Rock Historic Festival

Nick Pagani

Riverside, Connecticut
Owner of Ace Auto

Larry Printz

Wilton Manors, Florida
Automotive journalist

Andy Reid

Bloomfield, Connecticut
Automotive writer, consultant, and classic car
insurance agent

Jeffrey Schroeder

Schooley's Mountain, New Jersey
Vintage automobile appraiser

Thym Smith

Wilmington, Delaware
Classic Car Club of America Museum board
member

Jonathan A. Stein

Hockessin, Delaware
Automotive historian and journalist

Judy Stropus

Ridgefield, Connecticut
PR consultant and Motorsports Hall of Fame
inductee

Ed Sweeney

Reading, Pennsylvania
Proprietor, Proper Noise Restorations

Susan Tatios

Westtown, Pennsylvania
Chief Judge, Radnor Hunt Concours

Michael Tillson

Westtown, Pennsylvania
Chairman and founder, Radnor Hunt Concours

Charles Vrana

Oakland Gardens, New York
Postwar American car expert and concours
curator

Nic Waller

Portsmouth, Rhode Island
Audrain Group President

Ed Welburn

Bethlehem, Pennsylvania
Former General Motors Chief Designer



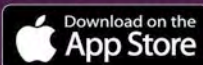
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THE GREENWICH CONCOURS

SPECIALTY AWARDS



CONCOURS AWARDS

[Best in Show Concours de Sport](#)
[Best in Show Concours d'Elegance](#)

SATURDAY CONCOURS DE SPORT

The Grand Marshal's Award
Honorary Judges' Award
People's Choice Award
Media Choice Award
Hagerty Junior Judges' Award
Best Performance Car Award
Best Restoration
Brock Yates Memorial Award
Roger Sherman Baldwin Park Award
Spirit of Motoring Award
Sweetest Shine Award
The Greenwich Award

SUNDAY CONCOURS D'ELEGANCE

The Grand Marshal's Award
Chief Judge's Award
Honorary Chief Judges' Award
Chairman's Award
Founder's Award
People's Choice Award
Hagerty Junior Judges' Award
California Mille Dream Car
Chowder Award
Distinguished Motorcar Award
FIVA HDF Preservation Award in Honor of Dr. Fred Simeone
Hagerty Car Culture Award
Lime Rock Award
Malcolm Pray Award
Restorers Award presented by RPM Foundation
Spirit of the Concours
Timeless Elegance Award
Wayne Carini Award
Hagerty Drivers Foundation National Automotive Heritage

ENTRIES BY CLASS CONCOURS DE SPORT

AMC

1955 Nash Ambassador Le Mans

Howard and Lynn Mintz

1961 Nash Metropolitan 1500

Ed and Rita Koch

1965 Rambler American 440

Tony Cucchi

1966 AMC Marlin

Joseph Howard

1969 AMC AMX

Brian Sullivan

1969 AMC Hurst SC/Rambler

Alex Adams

1969 AMC Javelin SST

Jeffrey and Jeanne Holmberg

1970 AMC Rebel Machine

Charles Tollefson

Cars of Goodwood

1925 Aston Martin Grand Prix 16 Valve Twin Cam

Mitch and Wendy Gross

1952 Jaguar C-Type

Drake Darrin

1953 Jaguar XK120

Breht Feigh

1954 Lotus MK VI

Scott Hitchcock

Cars of Greenwich Avenue

2004 Lamborghini Gallardo

Travis Washay

2006 Ford GT Heritage Edition

Francis Wihbey

2018 McLaren 1001HP Super Hyper

Terrence Smith

2023 Ferrari 812 Competizione

Gary Pezzella

2023 RUF CTR Anniversary

David Reis

Cars with Fashionable Interiors

1976 American Motors Matador

Carol DeBeaussaert

1977 American Motors Pacer D/L

Carol DeBeaussaert

1977 Ford Mustang II Limited Edition

Todd and Diana Mitchell

1978 Porsche 928

John Holman

1979 Porsche 924 Sebring Special Edition

Robert Gutjahr and Ellen Beck

1989 Porsche 928

Zach Testa

1992 Porsche 911 Turbo

Paul Cox

Corvette 58–62

1958 Chevrolet Corvette

Philip Schwartz

1958 Chevrolet Corvette

Robert Schumacher

1959 Chevrolet Corvette

Peter Pellicani

1959 Chevrolet Corvette

Brian Scuderi

1960 Chevrolet Corvette

Alan Blay

1961 Chevrolet Corvette

Peter Martin

1962 Chevrolet Corvette

Philip Schwartz

1962 Chevrolet Corvette

John and Tracey Valvo

Distinctive Handcrafted Cars

1947 Alfa Romeo 6C 2500

Paul Wilson



1959 Byers SR-100
Pete Shanley / Traci Kokoskie

1964 Pontiac Banshee XP-833
Lenny Napoli

1966 Fitch Phoenix
Charles Mallory

1970 Chevrolet Chevelle SS
Austin Azzaretto

Etceterini

1946 Lancia Aprilia
Chuck Schoendorf

1962 OSCA 1600 GTS
The Cultivated Collector

1970 Fiat Moretti 850 Sportiva S2
Romulus Sottile

GT350 Class

1965 Shelby GT350
Andrew Schaefer

1966 Shelby GT350
Adam Scheps

1966 Shelby GT350-H
Pete LaJoie

1966 Shelby GT350-H
East End Restoration

1966 Shelby GT350-H
Steve McDonald

1967 Shelby GT350
Weston Jaffee

1968 Shelby GT350
Weston Jaffee

Historic Racers

1949 Marchese Special Indy 500 Champ Big Car
Gerald Lettieri

1955 Dellow MKV
The New England Classic Car Company

1960 Alfa Romeo Giulietta Sprint Zagato (SZ)
Marshall Buck

1969 Ford Escort Twin Cam
The New England Classic Car Company

Japanese (Z Car)

1970 Datsun 240Z
S30.world - Chris Visscher

1970 Datsun 240Z
S30.world - Chris Visscher

1972 Datsun 240Z
Angelo Iossa

1976 Datsun 280Z
Greg and Pam Giacchi

1978 Datsun 280Z
Steven Galante

1978 Datsun 280Z
Ann M. Fagan

1984 Nissan 300ZX Turbo Anniversary Edition
Donald Falcone, Jr.

1993 Nissan 300ZX Twin Turbo
George Li

Motorcycles – Super Bikes

1915 Harley-Davidson 11J
Pat Brosnan

1930 Henderson KJ
Ken Wisdom

1949 Vincent Black Shadow Series B
Ken Wisdom

1964 Triumph T120 Cafe Racer
Eric Sierra

1994 Ducati 888 SPO
Eric Sierra

2002 Ducati 998S Troy Bayliss Race
Juscelino Hong

2024 MV Agusta Superveloce 1000 Serie Oro 108/500
Masis Yeterian, Jr. DMD

ENTRIES BY CLASS

New Era Porsches

1970 Porsche 914-6

Rory Gallagher

1974 Porsche 914 2.0-Litre

Robert LaForty

1982 Porsche 928 S

Darren Lilien

1982 Porsche 928 Weissach Edition

Aleksander Jezierski

1987 Porsche 944 S

Duane Wilson

1989 Porsche 944

Matthew DeMarinis

1993 Porsche 928 GTS

Anthony Cristello

1995 Porsche 968

Jonathan Ressler

Powered by Ford

1965 Griffith 200

Russ and Fran Rogers

1966 Sunbeam Tiger

John Tomasiewicz

1968 A.C. 428

Natalie and Scott Bluestein

1968 Saab Sonett II V4

Bruce and Lori Turk

1969 Intermeccanica Italia

Mark Sedran

1972 Iso Rivolta LeLe

Bobby Epstein

1974 DeTomaso Pantera GTS

The Paddock Classic Car Restorations

1975 DeTomaso Longchamps

Gary and Barbara Gumushian

Resto Mods

1941 Cadillac Sedanette

Joseph Bongiorno

1953 Dodge Meadowbrook

Chuck Schoendorf

1955 Chevrolet Bel Air

Tully's Speed Shop

1957 Chevrolet Bel Air

Louis M. Nido

1964 Alfa Romeo Giulia Sprint Speciale

Rob and Clare DiNuzzo

1967 Chevrolet Corvette Sting Ray

Tom and Pamela Mulligan

1967 Pontiac Firebird

Ismael Rivera, Jr.

1969 Buick Skylark Custom

John Fiore

1970 Chevrolet Chevelle SS

Tom Sozzi

1970 Chevrolet Chevelle SS

Tom Sozzi

Shooting Brakes

1927 Rolls-Royce Phantom I

Gregor Zimmermann and Jennifer Chew

1972 Ferrari 365 GTB

Beth Gould

1973 Volvo 1800 ES

Volvo Cars U.S.A.

1976 Jensen GT

Elliot More

2013 Ferrari FF

Jeffrey Einhorn

Sports Cars Evolution (60s-80s)

1963 Chevrolet Corvette Sting Ray Coupe

Frank Chicherchia

1963 Triumph TR4

Ned Lundgren

1966 Austin Cooper S

Roger Williams

1985 Ferrari 308 Quattrovalvole

Joseph Mavaro

Vipers

1994 Dodge Viper RT/10

M.S. Koly

1996 Dodge Viper GTS

Derek Bowman

1996 Dodge Viper GTS

Motorcar Market

1999 Dodge Viper GTS

Bob Wachtel

2004 Dodge Viper SRT-10 Mamba Edition

Yves Macaire

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ENTRIES BY CLASS CONCOURS D'ELEGANCE



BMW Motorcycles

1925 BMW R32

Nettesheim Museum

1938 BMW R12

Nettesheim Museum

1955 BMW R50

Eric Sierra

1968 BMW R60/2

Guillaume Guinoyseau

1969 BMW R69S

Eric Sierra

1969 BMW R69S US

Eric Sierra

Bristol

1951 Bristol 401

Jim Mullen

1956 Bristol Arnolt Convertible

Spindrift Classics

1958 AC Ace Bristol

Steven Eickelbeck

1964 Bristol 408

David Wilfert

European Coachbuilder: Touring

1951 Ferrari 212 Export

Michelle and Steve Wolf

1954 Hudson Italia

Maine Classic Car Museum

1959 Alfa Romeo 2000 Spider by Touring (Series 102)

Gary Cohen

1967 Aston Martin Volante

Michael Grunberg

1967 Lamborghini 400 GT 2+2

Collector Car Services

1967 Lancia Flaminia 2.8 3C

Don Schwarzkopf

Ferrari Dinos

1969 Ferrari Dino 246 GT

The Wallace Family

1970 Ferrari Dino 246 GT

Gary Pazzella

1972 Ferrari Dino 246 GT

Tom Papadopoulos

1972 Ferrari Dino 246 GT

Steven Eickelbeck

1973 Ferrari Dino 246 GT

Robert Giuliani

1974 Dino 308 GT4 Series 1

Wallace Family

1974 Ferrari Dino 308 GT4

The Straylight Collection

Grand Marshal Cars

1938 Talbot-Lago T150-C-SS

Richard and Melanie Lundquist

1950 Ferrari 166 MM / 195 S Le Mans

Collezione Abetone

1956 Ferrari 410 Superamerica

Al and Mary Barbour

1956 Mercedes-Benz 300SL

Pick Point Lodge

1957 Ferrari 250 GT PF Cabriolet

William H. and Cheryl K. Swanson

1959 Porsche 718 RSK Spyder

Revs Institute

1962 Ferrari 250 GTO

Harry Yeaggy

Horseless Carriage

1909 Stanley Model R

The Topstone Collection

1910 Pierce-Arrow 66

The Topstone Collection

1911 Baker Electric Special Extension Coupe

Bill and Linda Lillie

1912 Locomobile 30L

Michael and Karen Tomko

1912 Winton Six Model 17

Shenton King



Muscle/Performance - (64-70 Pontiac GTO)

1964 Pontiac GTO

Frank Balsama

1965 Pontiac GTO

Michael J. Laskowski, Jr.

1966 Pontiac GTO

Amy Jo Stolarick

1967 Pontiac GTO

Terry Weiner

1968 Pontiac GTO

Stanley Freed

1969 Pontiac GTO

Gary Hecklen

1970 Pontiac GTO Judge

Eric and Laura O'Dell

1970 Pontiac GTO Judge Ram Air

Ray DeCrescenzo

Packard

1931 Packard 840 2-Door Roadster

The Marano Collection

1934 Packard Victoria 1102

John and Maria Gendelman

1936 Packard 120C Convertible

The Marano Collection

1941 Packard 180 LeBaron

Custom Bodied Limousine

Richard and Dolores Bonati

Porsche Original Owners

1960 Porsche 356B

Jerri and Bruce MacMillian

1965 Porsche 912

Steve Torkelsen

1968 Porsche 911

Kenneth Kronberg

Post-War American Cadillac

1947 Cadillac Series 62 2-Door Sedanette

Michael Smith

1956 Cadillac Eldorado Seville

James V. Verraster III

1959 Cadillac Eldorado Biarritz

Barry Berman

1959 Cadillac Fleetwood

Joe Puleo

1960 Cadillac Series 62

Frank Nicodemus, Jr.

1961 Cadillac Eldorado Biarritz

The Straylight Collection

1964 Cadillac Fleetwood Sixty

Special

Frank Nicodemus, Jr.

1966 Cadillac Eldorado

Richard DiPietro

Post-War English Sports

1951 Jowett Jupiter Javelin

The New England Classic Car Company

1954 Austin-Healey 100 Le Mans

Rich Myers

1958 Jaguar XK150 S

Eric Herdan

1960 Lotus Elite Series 2 (Type 14)

Chris Gleason

1967 Jaguar E-Type Series I

Fred Pignataro

1968 AC 428 Frua

Natalie and Scott Bluestein

1974 TVR 2500M

Byron LaMotte

1984 Aston Martin Vantage Oscar India

Frank Ciminello

Post-War German Sports (BMW Roadsters)

ENTRIES BY CLASS

1966 Glas 1300 GT

Axel Coelln

1968 BMW 1600

Andrew and Cindy Wilson

1990 BMW Z1

Vincent Reppucci

2002 BMW Z8

David Reis

Post-War Italian Sports

1951 Ferrari 212 Export

Peter S. Kalikow

1953 Fiat 8V Supersonic

The Cultivated Collector

1965 Ferrari 275 GTB

Robert Torre

1965 Ferrari 275 GTB "Short Nose"

Joel and Gwen Buchalter

1965 Ferrari 275 GTB "Short Nose"

The Europe Trust

1972 Maserati Ghibli SS

Scott Coleman

1982 DeTomaso Pantera GT5

Tom Papadopoulos

1986 Ferrari Testarossa

Matthew Peluso

Post-War Prestige (40s-50s)

1947 Lincoln Continental

Marnie Carpinella

1952 Mercedes-Benz 300 Cabriolet D

John and Jessica Lyons

1955 Imperial Newport

Dave and Linda Kane

1956 BMW 502

Edward Owen

1956 Lancia Aurelia B20 S

Christopher F. Robins

1957 Dual-Ghia D500

Ed and Carole Blumenthal

1957 Ford Thunderbird E-Code

Clare DiNuzzo

Pre-War American Classics

1923 Pierce-Arrow Model 33

Charles Mallory

1925 Duesenberg A

Dick Shappy

1930 Duesenberg J Murphy

Howard and Roz Kroplick

1930 Packard 745 Custom Deluxe 7 Pass Phaeton

Leigh Brent

1933 Lincoln KB

Jonathan Santomauro

1934 Cadillac 452C V-16 All-Weather Phaeton Fleetwood

Steve A. Marini

1936 Auburn 852 Supercharged Boattail Speedster

Reimel Motor Cars

1940 Lincoln-Zephyr Continental

Gene and Marlene Epstein

1941 Cadillac 62

Dick Fontana

Pre-War European Classics

1929 Rolls-Royce Phantom I Regent

Alex Dragone

1929 Rolls-Royce Phantom II

Richard E. Johnston

1933 Alfa Romeo 8C 2300

Scuderia N.E.

1938 MG TA

Thomas Goodyear

1938 Talbot T15

Herve Katz

1938 Talbot-Lago T150 C Spéciale Teardrop Coupé

Tom Maoli for The Maoli Collection

1939 Bugatti Type 57C

Tom Maoli for The Maoli Collection

Sports Cars Evolution (20s-50s)

1947 MG TC Roadster

Peter M. Finocchiaro

1950 Jaguar XK120

Paul C. Storch

1953 Chevrolet Corvette

John Essepian

1956 Austin-Healey 100M Le Mans

Mariano C. Lozano

1957 Porsche Carrera GS/GT Speedster

Jerry Charlup

1959 Morgan Plus 4

Eric Elman

1959 Triumph TR3A

Dennis Mamchur

Supercars

1991 Acura NSX

Matt Williams

1991 Ferrari F40

Peter Ponzini

2007 Lamborghini Murciélago

Bryan Tiedemann

2011 Aston Martin One-77

Tom Papadopoulos

2012 Bugatti Veyron Grand Sport Vitesse

Teddy Vlock

2018 Lotus Exige Cup 430

Sarin Swami

2023 Aston Martin V12 Vantage

Joe Maira

2025 Ultima RS

Allan Uzwiak

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THE GREENWICH CONCOURS

2025 WINNERS

CONCOURS DE SPORT





BEST IN SHOW **Concours de Sport**

1972 Lamborghini Miura

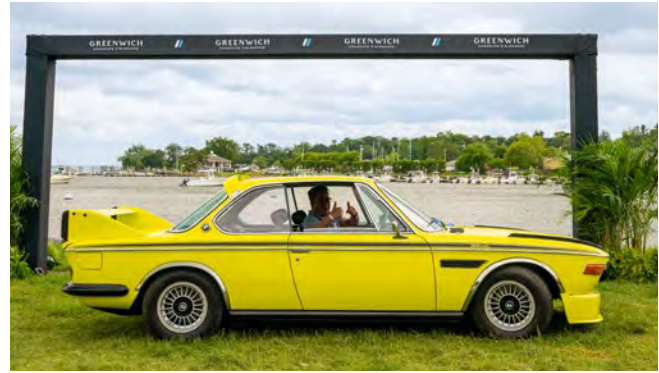
Lawrence Auriana

2025 WINNERS

CONCOURS DE SPORT - BEST IN CLASS



BEST IN CLASS 50th Anniversary of Lamborghini Countach
1989 Lamborghini Countach
The Cultivated Collector



BEST IN CLASS Classic BMW Coupes
1974 BMW CSL Lightweight
Spindrift Classics



BEST IN CLASS Affordable Ferraris
1989 Ferrari 208 GTB
1600 Veloce



BEST IN CLASS Corvette Class - Sting Ray 1968-1972
1971 Chevrolet Corvette
Vinny Cianci



BEST IN CLASS Cars of Greenwich Avenue
2025 Ferrari Daytona SP3
RM Collection



BEST IN CLASS Dealer Performance Cars
1968 Ford Mustang
Adam Scheps



BEST IN CLASS Early Porsche 356s

1957 Porsche 356

Ken Vaughan



BEST IN CLASS Orphan Cars of the 50s-60s

1964 Studebaker Avanti

Ken Swanstrom



BEST IN CLASS Mid-Engine Revolution

1972 Lamborghini Miura

Lawrence Auriana



BEST IN CLASS Porsche Powered

1953 Porsche TYP356

Michael and Kimberly Copperthite



BEST IN CLASS Neo Classics

1965 Excalibur 2-door step-over

Jonathan Asch



BEST IN CLASS Race Cars of New England

1935 ARCA Racing Special Old Gray Mare

Benjamin Bragg IV

2025 WINNERS

CONCOURS DE SPORT – BEST IN CLASS



BEST IN CLASS Resto Mods

1958 Chevrolet Corvette

Frank Martorana



BEST IN CLASS VW Transporters

1951 Volkswagen Micro Bus

Joe Mond



BEST IN CLASS Scrambler Saturday (Motorcycles)

1967 Honda C177

Eric Sierra



BEST IN CLASS Trans Am Production

1970 Plymouth Barracuda

Joseph Palka

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2025 WINNERS

CONCOURS DE SPORT – CLASS AWARDS

CLASS AWARD

50th Anniversary of Lamborghini
Countach

1985 Lamborghini Countach
Autosport Designs, Inc.

CLASS AWARD

50th Anniversary of Lamborghini
Countach

1988 Lamborghini Countach
1600 Veloce

CLASS AWARD

Affordable Ferraris

1985 Ferrari 308
James Hill

CLASS AWARD

Affordable Ferraris

1995 Ferrari 456 GT
Donna and Steven Kalmin

CLASS AWARD

Cars of Greenwich Avenue

2015 Ferrari 458 Speciale
Ronald Dickerman

CLASS AWARD

Cars of Greenwich Avenue

2008 Koenigsegg CCX
David Reis

CLASS AWARD

Classic BMW Coupes

1995 BMW 850 CSI
Kevin Whalen

CLASS AWARD

Classic BMW Coupes

2021 BMW M2
Philip Klipper

CLASS AWARD

Corvette Class - Sting Ray 1968–1972

1972 Chevrolet Corvette
Drew Papsun

CLASS AWARD

Dealer Performance Cars

1969 Chevy Camaro
Ray Corriea

CLASS AWARD

Dealer Performance Cars

2002 Chevrolet Camaro
Chuck Wanamaker

CLASS AWARD

Early Porsche 356s

1958 Porsche 356 A
Tom Miller

CLASS AWARD

Early Porsche 356s

1957 Porsche 356
Gino Lucci

CLASS AWARD

Mid-Engine Revolution

1973 Lotus Europa
Roman Artymyshyn

CLASS AWARD

Mid-Engine Revolution

1972 Ferrari Dino 246 GT
Leo Biagini

CLASS AWARD

Orphan Cars of the 50s–60s

1958 Edsel Citation
Stephen Albanese

CLASS AWARD

Orphan Cars of the 50s–60s

1951 Studebaker Commander
Lisa Gene

CLASS AWARD

Porsche Powered

**1958 Rutan Porsche Special
Hillclimb Car**
Wayne Carini

CLASS AWARD

Porsche Powered

1959 Porsche Diesel Junior

Matthew Peckham

CLASS AWARD

Race Cars of New England

**1979 Chassis Dynamics
NASCAR Modified**

Ray Evernham

CLASS AWARD

Race Cars of New England

**1964 Caldwell/Autodynamics
Corp D1**

Ed Hyman

CLASS AWARD

Resto Mods

**1967 Chevrolet Camaro Rally
Sport**

Steve Trifiletti

CLASS AWARD

Resto Mods

1968 Pontiac Firebird

Godfrey Muscat

CLASS AWARD

Scrambler Saturday (Motorcycles)

1974 Penton 125 Six Day

Vince Vaccaro

CLASS AWARD

Scrambler Saturday (Motorcycles)

1961 Harley-Davidson XLCH

David McGraw

CLASS AWARD

Trans Am Production

1972 Pontiac Trans Am

Eric O'Dell

CLASS AWARD

Trans Am Production

1970 Ford Mustang

Alan Mooney

CLASS AWARD

VW Transporters

1964 Volkswagen Transporter

Gary Montesi

CLASS AWARD

VW Transporters

**1960 Volkswagen Double Cab
Pickup**

Thomas and Kristin Zarrella



2025 WINNERS

CONCOURS DE SPORT – SPECIALTY AWARDS



Grand Marshal Award
1974 BMW 2002
 Gary Bossert



The People's Choice Award
1948 Tucker 48
 Howard and Rosiland Kroplick



Best Performance
1950 Jaguar XK120
 Rob Ida



Honorary Judge Award
**1951 Volkswagen Transporter
 15 Window**
 Joe Mond



Sponsor's Choice Award
1954 Kaiser Darrin
 Steven Galante



Best Restoration
1986 Lamborghini Countach
 The Serafino Collection



Chairman's Choice
1957 BMW 503
 Zachary Schulman



Media Choice
1979 Ferrari 512BB
 Boch Collection



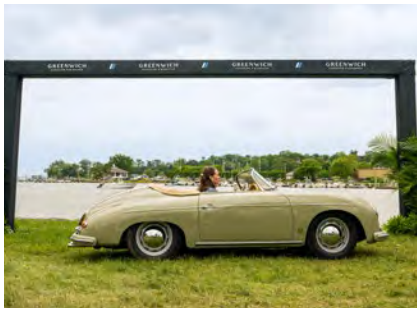
Roger Sherman Baldwin Park Award
1975 MG B
 Brad Nye



Spirit of Motoring Award

1957 GAZ M-21V

Dmitri Shvetsov



Sweetest Shine

1958 Porsche Speedster

Wayne Carini



THE GREENWICH CONCOURS

2025 WINNERS

CONCOURS D'ELEGANCE





BEST IN SHOW **Concours d'Elegance**

1932 Duesenberg Model J

Tom Maoli Vintage Car Collection

2025 WINNERS

CONCOURS D'ELEGANCE - BEST IN CLASS



BEST IN CLASS 100 Years of Chrysler

1957 Chrysler New Yorker

Walter Tompkins



BEST IN CLASS Fast from the Past (Motorcycle)

1971 Norton Production Racer

Danny Guerra



BEST IN CLASS Art Deco Streamliners

1935 Chrysler Airstream

Mark Bonaquista



BEST IN CLASS Horseless Carriage Glidden Tour Reunion

1910 Rambler 55

Michael and Karen Tomko



BEST IN CLASS Cars of Donald Healey

1949 Healey Silverstone

Richard Myers



BEST IN CLASS Muscle/Performance - Full Sized 1960-1972

1967 Pontiac Grand Prix

Michael and Paul John Ferri



BEST IN CLASS Pinin Farina
1949 Cisitalia 202 SC
The Cultivated Collector



BEST IN CLASS Post-War English Sports
1953 Jaguar XK120
Rob and Clare DiNuzzo



BEST IN CLASS Porsche Prototypes
1966 Porsche 912
Spindrift Classics



BEST IN CLASS Post-War German Sports Mercedes SL
1970 Mercedes-Benz 280SL Pagoda
Bechtel Classic Motors



BEST IN CLASS Post-War American Buick Riviera 1963–1973
1965 Buick Riviera
John and Lisa DiFrancesco



BEST IN CLASS Post-War Italian Sports
1979 Ferrari 512 BB
Boch Collection

2025 WINNERS

CONCOURS D'ELEGANCE – BEST IN CLASS



BEST IN CLASS Pre-War Classics American

1932 Duesenberg Model J

Tom Maoli Vintage Car Collection



BEST IN CLASS Supercars

1997 Guntherwerks Speedster

David Heath



BEST IN CLASS Pre-War European Classics

1939 MG TB

William Goble



BEST IN CLASS Range Toppers (Motorcycle)

1997 Ducati 916

The Petrol Vault



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Reserve Polestar 3



Reserve Polestar 4

2025 WINNERS

CONCOURS D'ELEGANCE – CLASS AWARDS

CLASS AWARD

100 Years of Chrysler

1953 Chrysler New Yorker

Charles Schoendorf

CLASS AWARD

100 Years of Chrysler

1935 Chrysler Airflow

Larry Epstein

CLASS AWARD

Art Deco Streamliners

1940 LaSalle 40-50

John Mastroianni

CLASS AWARD

Cars of Donald Healey

1935 Triumph Southern Cross

Dennis Mamchur

CLASS AWARD

Cars of Donald Healey

1961 Austin-Healey 3000

Richard Mastronardi

CLASS AWARD

Fast from the Past (Motorcycle)

1968 Maurice J. Candy One-off TT Racing Sidecar

Team Obsolete

CLASS AWARD

Fast from the Past (Motorcycle)

1947 Harley-Davidson WR Racer

Roland Houde

CLASS AWARD

Horseless Carriage Glidden Tour Reunion

1904 Winton Two-Cylinder Touring Car

Private Collection

CLASS AWARD

Horseless Carriage Glidden Tour Reunion

1904 Cadillac Model B

Private Collection

CLASS AWARD

Muscle/Performance - Full Sized 1960–1972

1960 Dodge Polara Convertible

Scott Nickett

CLASS AWARD

Muscle/Performance - Full Sized 1960–1972

1962 Plymouth Sport Fury

Chris Sauer

CLASS AWARD

Pinin Farina

1953 Nash-Healey Series 25

Ed and Rita Koch

CLASS AWARD

Pinin Farina

1956 Lancia Aurelia

Lawrence Auriana

CLASS AWARD

Porsche Prototypes

1966 Porsche 911 R

Spindrift Classics

CLASS AWARD

Post-War American Buick Riviera 1963–1973

1972 Buick Riviera

Thomas Lane

CLASS AWARD

Post-War American Buick Riviera 1963–1973

1971 Buick Riviera

Scott Poole

CLASS AWARD

Post-War English Sports

1956 Jaguar XK140 DHC

Robert and Melanie Seyler

CLASS AWARD

Post-War English Sports

1967 Jaguar XKE

Bill Scheffler

CLASS AWARD

Post-War German Sports Mercedes SL

1989 Mercedes-Benz 560SL

Ann Fagan

CLASS AWARD

Post-War German Sports Mercedes SL

1963 Mercedes-Benz 190SL

Jerry Lazerus

CLASS AWARD

Post-War Italian Sports

**1970 Ferrari 365 GTB/4
Daytona**

Alexander Leventhal

CLASS AWARD

Post-War Italian Sports

1968 Fiat Dino 206 Spider

Nick Soprano

CLASS AWARD

Pre-War Classics American

1927 Packard 526

John Gendelman

CLASS AWARD

Pre-War Classics American

**1934 Cadillac 355D Convertible
Coupe**

Harvey and Sharon Siegel

CLASS AWARD

Pre-War European Classics

1938 Mercedes-Benz 290B

Tom Miller

CLASS AWARD

Range Toppers (Motorcycle)

1938 Harley-Davidson EL

Cindy Mesmer

CLASS AWARD

Range Toppers (Motorcycle)

1978 Benelli 750 Sei

Eric Sierra

CLASS AWARD

Supercars

2024 Chevrolet Corvette

Mark Sienko and Urszula Poweska

CLASS AWARD

Supercars

2019 McLaren 600LT

Oscar Bolanos



2025 WINNERS

CONCOURS D'ELEGANCE – SPECIALTY AWARDS



The Grand Marshal's Award
1954 Nash-Healey Le Mans
 Elizabeth Komorowski



Chairman's Award
1961 Aston Martin DB4
 Thomas and Kristen Zarrella



Best Sounding presented by the Boch Collection
1962 Royal Enfield Interceptor
 Benjamin Roth



Chief Judge Award
1937 Chrysler Imperial C-15
 Howard and Rosiland Kroplick



Founder's Award
1949 Alfa Romeo 6C 2500 Super Sport
 Beth Gould



Brock Yates Memorial Award
1963 Buick Riviera
 Mr. and Mrs. Jeffrey B. Goldstein



Honorary Chief Judge Award
1961 Ferrari 250 GT Speciale
 Scuderia N.E.



People's Choice Award
2017 Pagani Huayra
 Teddy Vlock



California Mille Dream Car
1937 BMW 328
 The Cultivated Collector



Chowder Award

1963 Porsche 901
Don and Diane Meluzio



Lime Rock Award

1955 Austin-Healey 100M
Bradley and Rebecca Chase



The Michelin Award

1958 Austin-Healey Sprite
David Silberkleit



Distinguished Motor Car Award

**1932 Chrysler CL Imperial
Coupe/Roadster**
Jonathan Santomauro



Malcolm Pray Award

**1937 Mercedes-Benz 320
Cabriolet A**
Peter Nettesheim



Timeless Elegance

1967 Jaguar XKE
The Pignataro Family



Hagerty Drivers Foundation Award

1905 Pierce Great Arrow
Myron J. Schuster Collection



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

1905 Maxwell Model H
Christopher Maloney



Wayne Carini's The Chase Award

**1939 Graham Combination
Coupe**
Charles Mallory

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AN INTERVIEW WITH PAUL RUSSELL

The 2026 Greenwich
Concours Grand Marshal

Paul Russell is widely regarded as one of the most accomplished and respected figures in the world of classic automobile restoration. Over several decades, he has built a reputation for meticulous craftsmanship, historical accuracy, and an uncompromising commitment to excellence. With his team at Paul Russell and Company, he has helped define the highest standards of restoration in the collector car world, working on some of the rarest and most valuable automobiles ever built. For its 30th anniversary, the Greenwich Concours is pleased to celebrate Paul as its grand marshal for 2026. We caught up with him to have a conversation about his life and his company's distinguished heritage.



GREENWICH CONCOURS: What was your early family life like?

PAUL RUSSELL: I was born in Lawrence, Massachusetts, which is about 18 to 20 miles inland from where I live now. Lawrence is an old New England mill town, and my father started out in the textile industry. He was an old-school engineer who started out as an apprentice in the machine shop and worked his way up. He went to night school and became a draftsman and then a design draftsman. He ended up as head of engineering in the company where he worked without ever having a college degree. He was a big influence on me.

My father and I did a lot of work together on Saturdays, fixing stuff around the house. In those days, you didn't throw stuff away. You fixed it when it broke because you could, unlike today. My father taught me a lot about the care and use of tools and of quality work. He always used to say, "Look, if you're not going to do the job right, don't even start."

GC: Where did your love for cars originate?

PAUL: It started more generally as love for mechanical things and fixing things. Then in high school, one of my good friend's father was an aeronautical engineer. He had an Austin-Healey Bugeye Sprite. The first time I had a ride in that car, it was a revelation. It was like, "Oh, my gosh!" I'd never been in a car that was more about entertainment than transportation. I was smitten, and I had to figure out a way to get myself a car like that. It wasn't until I had started college that I was able to shell out \$400 for a crappy Bugeye

Sprite and had one of my own. Cars came and went. I had a pair of Triumph TR3s, then a Sunbeam Tiger, and then a 1962 Porsche 356 B coupe that I kept for a long time. I bought it for \$800 and drove it for a number of years. When it was time to put together a down payment on a house, I sold it. I thought I was really killing it when I sold it for \$2200.

After high school, I attended the U.S. Coast Guard Academy for two and a half years. I enjoyed that experience but realized the Coast Guard wasn't for me. Then I entered the engineering program at Lowell Technological Institute, which is now the University of Massachusetts Lowell. I went there for a semester, but I had this car thing I couldn't shake. I was working at a summer job and used to drive by this shop, called Kimball Foreign Auto, that worked on German cars and other foreign cars. I stopped there all the time, asking how to do this and how to do that on my own cars. They were building an addition on the garage. I asked, "Will you be hiring?" They were, so I asked, "Would you consider taking on an apprentice?" They said yes, so I quit school and took a job there. The owner, Willie Kimball, had been an American serviceman stationed in Germany in the mid-to-late 1950s. After he was discharged, he got a part-time job working at a repair shop. They really liked Willie because he worked on English cars and they really didn't like working on them. From there, he got into Mercedes-Benz's apprenticeship program. At that point, this is now the late 1950s, Mercedes was super keen on training people to go out worldwide and support their service. They had a five-year training program, which is unheard of these days, even at Mercedes.

1950 Ferrari 166 MM/195 S Berlinetta Le Mans, Chassis 0026 M. One of the earliest Ferraris built and bodied by Touring as a Berlinetta. Driven by Gianni Marzotto to overall victory at the 1950 Mille Miglia, it was then upgraded with the 195 S engine and entered at Le Mans the same year. Restored by Paul Russell and Company in 2007 to its 1950 Mille Miglia configuration.





So Willie did that, and then he came back to the States. He went to work for some of the first Mercedes dealers that were in the greater Boston area. He was extraordinarily well-trained and a good mechanic. When I went to work for him, he didn't make me sweep the floor for two years. I jumped right in. It was a small shop, so I had a lot of personal guidance and attention.

I bounced around the area and worked at a few different dealerships. Then one Sunday in 1973, I was reading the classic car classifieds section of the *Boston Globe*. Mixed in with the car ads, I saw an employment ad for a company in Marblehead, Massachusetts, that restored Mercedes-Benzes of the 1950s. It was run by a guy named Alex Dearborn. I applied for that job and Alex hired me. It was a small shop with Alex, me, and two other mechanics. I loved working in a shop that serviced old cars

that were important to people. It was a different environment than the dealerships where I had worked. Alex's clients would allow you to do the kind of work that would prolong the life of the car, rather than, "Can I have my car by Wednesday night and how much is it going to cost?" Alex's clients were interested in quality work that would be long-lasting.

I worked for Alex for five years, then in April 1978, he decided to divide the company into a restoration business and a vehicle-sales business. Then he offered to sell the restoration business to us employees. Part of the deal was a requirement that we would maintain an association with the sales business for a period of at least five years. Alex would acquire a different building that had enough space for a proper showroom and a restoration shop. Even though it was a very modest enterprise, it had some ongoing work and



1956 Ferrari 410 Superamerica Series I, Chassis 0475 SA. One of 16 Series I chassis built and one of 12 bodied by Pinin Farina in the standard coupe configuration. Completed on March 4, 1956, and displayed by Chinetti Motors at the New York International Auto Show. Restored by Paul Russell and Company to its New York Auto Show specification.

some existing customers. The idea of maintaining an association with the guy next door who was selling vintage cars was attractive. What really settled the matter was my great friend and workmate, Alex Finnegan, decided to join me in this venture. The other person was David Twitchell. Janet Oliver came along as administrative support. She ordered the parts, she did the billing, she did everything. That's how we started Gullwing Service Company in June 1978.

GC: What was your first restoration commission as Gullwing Service Company?

PAUL: We had a local client, Donald Koleman, who had a 300SL Gullwing. He was an attorney who helped me start Gullwing Service Company. Over the next 10 years, we stuck to mechanical work on Mercedes-Benzes from the

1950s, such as 220 A and 220 S convertibles, a couple of 300 S cabriolets, and then a smattering of 300SL Gullwings and Roadsters. I kept my commitment to Alex and maintained the five-year relationship with him. But at the end of five years, it was clear to me that having such a high percentage of the restoration work done by outside contractors was really challenging to control in terms of costs, timing, and scheduling. I felt I needed to move to larger premises where I could bring those different components of the process in-house. That's when we moved to our present location in Essex, Massachusetts, to a big, old industrial building. We rehabbed the building to accommodate our special needs. We did it all ourselves, setting up an upholstery shop, a body shop, a paint booth. We then found a shop that was closing in Connecticut that had a complete package of metalworking

“As we celebrate the 30th anniversary of the Greenwich Concours, there was no more fitting choice for our Grand Marshal than Paul Russell. Universally respected as one of the world’s great automotive restorers and a true master craftsman, Paul represents not only the very best of our past but is a generous mentor to the next generation. We are deeply honored to celebrate him.”

Matt Orendac

Vice Chairman, Concours Group



1956 Mercedes-Benz 300SL Coupe, Chassis 6500314. Often regarded as the first supercar: a road-going translation of the W194 that swept Le Mans, the Carrera Panamericana, and the Nürburgring. Its tubular spaceframe dictated its lift-up “gullwing” doors; its 3.0-liter inline-six-cylinder featured direct fuel injection. The model on which Paul Russell and Company built its reputation, restored in 2003.

equipment, like an English wheel, an Erco power shrinker stretcher, a brake, and other tools. I bought the whole package and moved it up to my shop.

GC: How did you connect with Ralph Lauren?

PAUL: It started with his Gullwing. He had bought it from the used-car department at Mercedes-Benz Manhattan. He was talking to the used-car manager about his desire to do some restoration work on the car, paint and interior and so on. Fortunately for me, the manager said to him, “Ralph, I don’t think a car dealership is the right place to have that kind of work done.” We had recently been featured in the Mercedes “house” magazine, which was distributed to all the Mercedes dealers and their best customers. The magazine had written an article about us called “Craftsmanship Lives.” When the manager was giving Ralph advice, he handed him the magazine and said, “Call this guy.”

Ralph called me and we had a great conversation about the car. After we talked for a while, I said, “I need to understand what we’re starting with and the condition of the car. Can I make an appointment to see it?” He said, “Well, the car is in New York. You’d come to New York?” He was surprised I’d make the trip. I went to New York, looked at the car, and met with Ralph. We had a meeting of the minds, so to speak. We got the job to restore the car, and Ralph and I worked well together. So next we did a 300SL roadster for him and then we did a Mercedes 3.5 convertible.

Then in the summer of 1988, Ralph acquired three fantastic cars: a 1938 Bugatti T57



S Atlantic coupe, an Alfa Romeo 2.9 Touring Spider, and the legendary “Count Trossi” 1930 Mercedes-Benz SSK. Ralph called me and asked if the cars could be delivered to my shop. It was an easy answer. Then he asked if we would consider taking on the Atlantic as a restoration project. I said to him, “Ralph, I’m not the foremost authority on Bugattis, but I’ll become one, because this is a great opportunity.” That was the first non-Mercedes we restored. Not just for Ralph, but for anybody. The Atlantic was also the first car we restored to show at the Pebble Beach Concours d’Elegance.

GC: What was it like to restore that Bugatti for Pebble?

PAUL: It was intense. Initially, we had a timeline that would’ve put the completion of the car at around Christmas of 1990. But when the word got out that Ralph had purchased such a significant trio of cars, somebody made the call to invite him to Pebble. He called me and said, “I’d like to take the Atlantic to Pebble.” I agreed to do it because I thought he meant the next year’s concours in 1991. But then he said, “No, this year,” meaning August 1990. “Can you do it?” I truly valued my relationship with Ralph, and I agreed immediately.

We worked around the clock. Honestly, the car wasn’t 100 percent completed even when it went on the trailer to ship to California. The transporter arrived to pick up the car on Sunday, a week before the show. We kept the transporter waiting until Tuesday. Then to make it to Pebble on time, the transport company had to add a second driver so they could drive nonstop. The car arrived in Monterey on

Friday night. I went to the hardware store and bought a bunch of 4-foot fluorescent lights, hung them in the trailer, and we finished the car there. It was about 2 o'clock in the morning on the day of the show when we finished. We got a couple hours of sleep and then we were back at the trailer to get the car on the field. We put a total of 9600 working-hours into the restoration.

GC: What was it like when you heard you had won first in class and then later as best of show?

PAUL: It was surreal. I guess I probably didn't realize the magnitude of it at the time.

GC: So now you're off to the races, having earned these amazing awards with this amazing client. What happened next?

PAUL: We kept going with Ralph. In '91, we started on the Count Trossi SSK. I have sketches that Count Trossi made himself. He was president of Scuderia Ferrari in 1932 and he was incredible. I would call him a car-guy Renaissance man. He was into boats and airplanes and scooters and everything. This restoration progressed at a more sensible pace. We took that car to Pebble in '93 and won first in class and then best of show. Over the years, we've done 17 cars for Ralph.

GC: What is it like working for him?

PAUL: Many people have asked me that question, thinking that he must be very demanding and a difficult client with such high standards. I've found it very easy to work for him. All you have to do is what you say that you're going to do.

1957 Ferrari 250 GT PF Cab Series I, Chassis 0783 GT. The 12th of 42 Series I Pinin Farina Cabriolets, sold new in Paris to Porfirio Rubirosa. Modified in the 1980s to evoke the 1957 Pinin Farina Competizione prototype and returned to factory configuration by Paul Russell and Company in 2017. Platinum Award and Judges' Cup at the 2018 Cavallino Classic.



GC: Throughout the course of your career, what have been your biggest challenges?

PAUL: That's a great question. I guess learning along the way about how to run a craft-based business, how to put together a team. You need to hire on passion and enthusiasm and train on skills. We've made our share of mistakes, but I think, at this point, I probably have the best crew I've ever had. It's a terrific group of really talented guys who are totally invested in doing a great job.

The other thing that's a challenge when you first start out is learning how to say no. Sometimes what we do or how we do it is not a great match for an owner's objectives. You have to say, "That's a fabulous car, but I don't think the way you're approaching it is going to have the best possible result. There might be other shops that will do it that way, but we don't."

GC: You're not just taking on a car to restore, you're taking on an owner.

PAUL: Absolutely. We work on cars, but it's a relationship business. I keep reminding my guys that the clients we're working for have put a lot of trust in us. One of our favorite expressions within the shop is, "You have to follow the process." If you skip over a step, something bad is going to happen.

GC: What has changed since you started the business?

PAUL: The economics have changed dramatically. When we started out, our shop rate was \$19 an hour. The cost of everything has gone through the roof. Ten years ago, when you found this perfect Scintilla taillight for an Alfa Romeo that you're restoring and the seller



PAUL RUSSELL AND COMPANY TROPHY SHOWCASE

Over the course of 48 years, Paul Russell and Company has won more than 50 “Best of Show” awards, including:

Cavallino Classic: 7

Lime Rock Historical Festival: 7

Pebble Beach Concours d’Elegance: 4

Villa d’Este Concorso d’Eleganza: 4

Meadow Brook Hall Concours d’Elegance: 2

The Amelia Concours: 1



wanted 1500 euros for it, you might have said, “You’re crazy. I’m not paying that.” Nowadays you say, “I’ll take it.” And that’s if you can even find the part you need. You’re not going to get another shot at it.

GC: Let’s talk about your involvement with McPherson College in Kansas, which is the only college in the United States to offer a four-year degree in automotive restoration. Do you currently have any McPherson grads in your shop?

PAUL: We do, and they run the gamut. The most senior McPherson grad I have, Christopher Hammond, graduated in 2003 when it was still a two-year program. Chris is one of my superstars and has been the crew chief on projects that have won at Pebble Beach. Then I have younger guys who graduated just a couple of years ago. Right now, I have four graduates from McPherson. I’m a big supporter of the school. I’ve been chairman of the advisory board since 2002.

GC: What are you working on now?

PAUL: We have a Ferrari 375 America, which is a one-off Vignale-bodied convertible. Pebble Beach is having a special class of Vignale-bodied Ferraris this year, and then another class of other Vignale-bodied cars like Maserati and Fiat. That’s our fresh-out-of-the-box entry for Pebble Beach this year.

One of the things that I love about this business is that the cars always seem to come back home. We love taking care of cars we’ve restored and keeping them maintained in the way they were when they first left our shop. One of our great clients was Jack Croul from Newport Beach, California. Years ago, we restored for him the Ferrari 166 MM/195 S Berlinetta Le Mans that won the 1950 Mille Miglia with Giannino Marzotto at the wheel. Jack passed on from this world at the age of 100 in February 2025. We found a new owner for this Ferrari, where it will start a new life. The new owner is going to take the car on the Colorado Grand, which is really gratifying.

GC: What do you think about the future of the hobby and the business?

PAUL: The emphasis on preserving good, original cars will continue along its current trajectory and emphasis. People sometimes say to me, “Don’t you hate that? You’re in

the business of restoring cars, not preserving them.” Fundamentally, I’m a car guy, and I like to see stuff preserved. When you have an opportunity to look at and truly study preservation cars, that teaches you what you should be doing on the restoration side of the business. I want to be involved in those aspects of the business. It’s a different kind of approach and different expertise.

You have to know exactly how to treat things when you’re preserving a car, so we bring in consultants that help us understand the chemistry of paints used back in the day. Our goal—whether we are restoring a car or preserving it—is to create an accurate, three-dimensional historical document.

You asked about the future of the hobby. One of the things that I feel compelled to comment on is this idea that young people don’t want to learn. I think a place like McPherson disproves that. The kids that go there are absolutely car crazy. I love to go out there and see what they’re doing.

One of the most sophisticated collectors on the planet is Miles Collier. When you talk to him about the cars that some people derisively call “rice burners,” he won’t have it. He says, “Those cars are the on-ramp to getting people involved with the hobby. Whatever flavor they find attractive, you need to appreciate it and embrace it. Don’t belittle them.”

Getting back to the idea that none of the kids today want to learn. I hear this from shop owners all the time. Well, you crusty old geezer, you don’t have the patience to teach. The idea that these specialty shops, whether they are machine shops or speedometer repair shops, are closing—well, those shop owners didn’t make an investment several years ago in a young person to bring them along. Unfortunately, these shops are closing all across the country, and there’s no retirement plan for most of these owners. But there could have been if he had brought somebody along. Not that the apprentice would ever accumulate the funds to buy out the owner, but the owner could possibly stay on the payroll for another five years after retirement. It’s not that kids don’t want to learn, but the old-timers have to want to teach.

GC: That’s an excellent point, Paul, and a great way to wrap up. Congrats again on being the Grand Marshal for the 2026 Greenwich Concours! **H**

1962 Ferrari 250 GTO, Chassis 3413 GT. The third of 36 250 GTOs built, completed in Rosso Cina over blue and pressed into service days later as Phil Hill’s practice car for the 1962 Targa Florio. Sold new to Edoardo Lualdi-Gabardi, who took six outright wins in 13 starts and the Italian Championship class title in its first season. Returned to Scaglietti in January 1964 for factory conversion to Series II specification, and then back to the Targa Florio three months later in its new long-roof body, finishing first in class. Restored by Paul Russell and Company in 2022.

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1996
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Words by **Matt Orendac**

Thirty Years of Automotive Excellence





IN 2026, the Greenwich Concours d'Elegance celebrates its 30th anniversary—a remarkable milestone in the world of automotive concours, where longevity is rare and relevance must be continually earned. Over three decades, Greenwich has evolved from a locally inspired gathering into one of the most respected and anticipated events on the international collector-car calendar.

Held each year on the first weekend after Memorial Day weekend at Roger Sherman Baldwin Park along Greenwich Harbor, the concours has become an annual rite of spring for enthusiasts across the Northeast. Its intimate waterfront setting, relaxed atmosphere, and curated excellence distinguish it from larger, more sprawling events. For many collectors, it remains a “coming out party” after winter hibernation—one of the season’s first chances to reconnect, display, and drive meaningful automobiles.

Greenwich’s location is central to the event’s success. Less than 40 minutes from Manhattan by train and immediately accessible from I-95, the town—often dubbed the “Hedge Fund Capital of the United States”—







boasts one of the world's most prestigious luxury shopping streets, rivaling Rodeo Drive and Fifth Avenue. Its walkable corridor of fashion houses, jewelers, boutiques, and acclaimed restaurants naturally draws an exceptional concentration of significant automobiles. During the event, the surrounding streets and parking areas become destinations unto themselves, as photographers capture a constant parade of arrivals and departures. Along the sidewalks, a visible wave of younger enthusiasts underscore that the car hobby remains vibrant and firmly rooted in the next generation.

The concours was founded in 1996 by lifelong Greenwich residents Bruce and Genia Wennerstrom, whose

vision was shaped by their passion for automobiles as both pieces of art and feats of engineering. Bruce famously observed that a true enthusiast experiences the same aesthetic thrill from a beautiful car as others do from fine art—enhanced by the satisfaction of performance and design. Through their deep relationships within the automotive, racing, and media worlds—including monthly stewardship of the legendary Madison Avenue Sports Car Driving and Chowder Society—the Wennerstroms assembled a concours defined by quality, camaraderie, and authenticity from the start.

Following the passing of Genia in 2011 and Bruce in 2015, stewardship passed seamlessly to the next generation

of the Wennerstrom family, led by Mary Wennerstrom beginning in 2016. Under her leadership, the concours preserved its character while adapting to an evolving collector landscape.

A pivotal new chapter began in 2021, when Hagerty acquired the Greenwich Concours d'Elegance and added it to a growing portfolio that includes The Amelia Concours, Motorlux, and the California Mille. With Hagerty came renewed investment and a clear directive: honor tradition while expanding relevance. After a pandemic-related cancellation in 2020, the event returned in 2021 with refreshed programming designed to engage a broader spectrum of enthusiasts.

Central to that evolution was the



The Greenwich Concours d'Elegance program has served as the guide and official historical record of the event. The featured cover car is carefully positioned at the Roger Sherman Baldwin Park, with Greenwich Harbor as its backdrop. These elements create more than an image—they tell the enduring story of the concours.

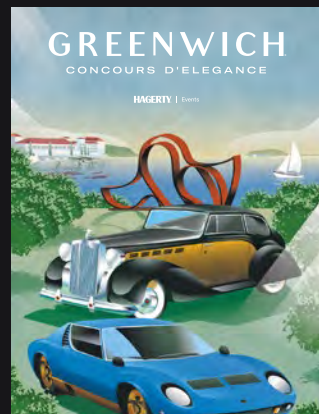
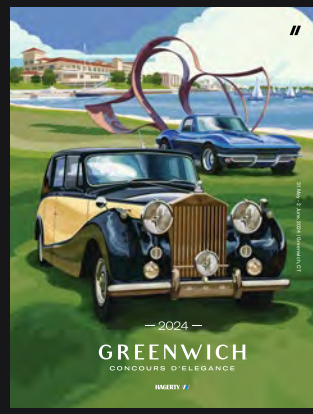




Photo by Andrew Link



formal introduction of the Concours de Sport, now held on Saturday, alongside the traditional Concours d'Elegance on Sunday. Drawing inspiration from the early 19th-century origins of the concours as a “competition of beauty,” Greenwich today presents a dynamic interpretation of that tradition.

Saturday's Concours de Sport celebrates cars meant to be driven: sports cars, race cars, performance icons, and enthusiast favorites often unseen on traditional concours lawns. From restomods and hot rods to orphan marques, shooting brakes, wagons, and even trucks, the emphasis is on creativity, engineering, and contemporary craftsmanship—judged with the same seriousness as Sunday's formal concours.

For 2026, Concours de Sport classes will include tributes to American Motors Corporation (AMC), Shooting Brakes, Superbikes, Restomods, New Era Porsches, Etceterini, Japanese Datsun Z Cars, Corvettes from 1958–1962, Cars with Fashionable Interiors, Shelby GT350, and the perennial favorite, Cars of Greenwich Avenue.

Sunday's Concours d'Elegance remains a celebration of the automobile as art, featuring exceptional examples from the Brass and Classic Eras; European Coachbuilder (Touring); Italian, English, and German Postwar Sports; Horseless Carriage; American classics including Cadillac and Packard; Ferrari Dinos; Pontiac GTOs from 1964–1970; Porsche Original Owners; and Cars of

the Grand Marshal. Judging continues to honor excellence in authenticity, design, aesthetics, engineering, and coachwork—standards unchanged for more than a century.

Now entering its fourth decade, the Greenwich Concours d'Elegance stands as a model for the modern concours: rooted in craftsmanship and history, open to innovation, and committed to showcasing automobiles that are preserved, driven, and deeply appreciated. Thirty years on, it remains not only a celebration of remarkable machines, but of the people, passion, and culture that sustain them. We're glad you're along for the ride.

Happy 30th Anniversary to the Greenwich Concours d'Elegance. **H**





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As Grand Marshal of the Greenwich Concours d'Elegance, we are proud to see his work and his philosophy recognized. His career has helped shape how the world approaches restoration, not as refinement, but as responsibility.

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DEAR FRIENDS,

It is my great pleasure to welcome you as we celebrate the 30th anniversary of the Greenwich Concours d’Elegance, the Northeast’s premier motoring event. Reaching this milestone offers a meaningful opportunity not only to commemorate our past, but also to reflect on the spirit of excellence, camaraderie, and shared passion that has defined the Concours since its inception.

Over the past three decades, an extraordinary number of people have helped pave the way for this achievement, and we are deeply grateful for their efforts and support. What began as a vision has grown into a nationally recognized gathering that honors automotive artistry, innovation, and history in a setting unlike any other. Each year, the concours serves as a place where generations connect—where seasoned collectors, first time attendees, families, and enthusiasts alike come together to celebrate the automobile as both engineering accomplishment and cultural icon.

The town of Greenwich, the residents of the Greenwich community, our local businesses, dedicated car owners, and countless volunteers have all



played a vital role in making this event a truly special and must attend automotive experience. Their continued enthusiasm and generosity have allowed the concours to evolve while staying true to its roots.

We extend our sincere appreciation to the individuals and organizations who contribute so meaningfully to the continued success of the Concours, including:

- Our expert judges, committed volunteers, and the Hagerty team, who pour their passion and expertise into creating an exceptional experience for our guests.
- Our valued sponsors, partners, and vendors, whose ongoing support makes this event possible year after year.
- The many automotive enthusiasts who

have graced our field over the years with their remarkable and historically significant vehicles.

- And our loyal spectators, who return year after year and whose enthusiasm and thoughtful feedback help shape the Concours.

Thank you for joining us for the 2026 Greenwich Concours d’Elegance. We hope you enjoy the show and share in the celebration of automotive excellence, history, and community. **H**

All the best,

A handwritten signature in blue ink that reads 'Matt Orendac'.

Matt Orendac
Vice Chairman, Concours Group



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