

29 FEBRUARY - 3 MARCH 2024 | AMELIA ISLAND, FL

# HENDRICK



## THE AMELIA

2024 HONOREE RICK HENDRICK

HAGERTY



# *Congratulations* **MR. & MRS. HENDRICK**

on celebrating 40 years of Hendrick Motorsports, and to Mr. Hendrick for the well-deserved distinction as the 2024 Amelia Concours d'Elegance Honoree.

We are proud to be your teammates and grateful for all that you both do.

*- Your Hendrick Family*

Rick & Linda Hendrick



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**Cover illustration by** Garth Glazier

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**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-0904

March 2024

On behalf of the Fourth Congressional District of Florida, it is my distinct pleasure to welcome you all to my hometown of Amelia Island and the 29<sup>th</sup> Annual Amelia.

The award-winning Amelia is renowned for providing the best of the best automotive experience. This year, hundreds of exceptional vehicles will descend on the Amelia Island Ritz-Carlton to delight car lovers of all ages. Attendees will be awed by these one-of-a-kind automobiles, but this year's schedule also includes seminars, films, auctions, Ride & Drives, dinners and parties, and of course, the crowning jewel of the Amelia, the Concours d'Elegance.

It is my honor to also welcome the 2024 Honoree, 14-time NASCAR Cup Series Champion Rick Hendrick. As the chairman of Hendrick Automotive Group and the owner of Hendrick Motorsports, Rick Hendrick is the winningest team owner in NASCAR Cup Series history! Mr. Hendrick joins an outstanding list of past honorees, and we applaud him for all that he has given to the automotive industry.

At the core of this event is a commitment to give back to the community. The Amelia has donated over \$4 million to charities, and has an incredible economic impact on Amelia Island and Northeast Florida.

I want to thank all the sponsors, guests, and volunteers who gave so generously to the event. Nothing can compare to the automotive wonder of the Amelia, and I know you all will enjoy it!

Start your engines,



Aaron Bean  
Member of Congress

JUST A LITTLE OFF THE TOP



**McLaren**

The New 750S Spider







**CITY OF FERNANDINA BEACH**

Office of the Mayor

**Bradley M. Bean**

[bbean@fbfl.org](mailto:bbean@fbfl.org)

March 2024

On behalf of the City of Fernandina Beach Commissioners and residents, it is an honor to welcome the 29<sup>th</sup> Annual Amelia, held each year on beautiful Amelia Island, home of the historic City of Fernandina Beach.

Now in its third decade, The Amelia is a leading global concours weekend known for its racing roots and luxurious setting. Held the first full weekend in March, The Amelia will draw more than 300 rare vehicles from collections around the world to The Golf Club of Amelia Island and the Amelia Island Ritz-Carlton, for a celebration of the automobile like no other.

2024 will be no exception with Rick Hendrick announced as Honoree at The Amelia, continuing the longstanding tradition of the event as "the racers concours." Mr. Hendrick, owner of Hendrick Motorsports and the chairman and CEO of Hendrick Automotive Group, is the winningest team owner in NASCAR Cup Series history and one of the most successful car dealers in the United States. 2024 will feature dozens of special classes again this year including Japanese performance cars of the 90s, Cars of Pike's Peak, Porsche: 911 The Original Owners Club, Sport Customs: America's Boulevard Cruisers and #001 Race Chassis.

The City of Fernandina Beach continues to celebrate The Amelia, and the people who love cars for their beauty, power, speed, poise, and ability to entertain and transport us physically and emotionally. The event participants, event sponsors, and all involved parties should be applauded for their outstanding effort.

I extend my best wishes for a spectacular 2024 Amelia and thank the many individuals who have devoted their time and talents to bring us this extraordinary event.

Best regards,

*Bradley M. Bean*

Bradley M. Bean  
Mayor - Commissioner



# BROAD ARROW | Auctions



**1995 Ferrari F50**

Sold in Monterey 2023 for: \$4,240,000



**1956 Mercedes-Benz 300 SL "Gullwing" Coupe**

Sold in Monterey 2023 for: \$1,930,000



**1930 Duesenberg Model J**

**Hibbard & Darrin Transformable Cabriolet**

Sold in Monterey 2023 for: \$1,435,000

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# WELCOME



**W**e are excited to welcome you to the 2024 edition of The Amelia. Featuring cars you won't see anywhere else and our signature blend of films, parties, auctions, seminars, and ride-along experiences, The Amelia, now in its 29th year, has become a tradition that car lovers count on to shake off the winter cobwebs and kick off the concours season.

We think this year's show may be our best ever. For starters, we are thrilled to have the one and only Rick Hendrick as our official honoree. A farmer's son from South Hill, Virginia, Rick was at one time the youngest Chevrolet dealer in America. He went on, of course, to become a 14-time NASCAR Cup Series champion, owner of Hendrick Motorsports, and Chairman/CEO of Hendrick Automotive Group. He'll bring with him a special display from his collection, including the Garage 56 Chevrolet Camaro ZL1 prepared especially for the 24 Hours of Le Mans.

Adding to the excitement as only an auto auction can, Broad Arrow returns as our official auction house. Now a two-day affair, this year's sale will feature more than 100 exceptional collector cars ranging from prewar American and European classics to motorsports icons and modern supercars. Also returning by popular demand are RADwood and the incredible Porsche Driving Experience, offered on Friday only at Jacksonville International Airport.

And, of course, there will be lots of fantastic cars. We'll have approximately 500 cars for Saturday's family-friendly Cars & Community celebration, and more than 270 historically significant cars on the show field for Sunday's traditional Concours d'Elegance. This year's classes include:

**Ferrari 250 Touring:** Built between 1952–64 for both the street and the track, Ferrari 250s quickly won hearts and podiums. This series still represents some of the most coveted automobiles in the world.

**Bugatti Type 57:** Considered the magnum opus in an already illustrious prewar catalog, the Type 57 was bodied in six designs between 1933–39, with individual coachbuilders later adding their own touches.

**Cars of Pikes Peak:** 4720 feet of elevation gain over 12 miles is guaranteed to test both driver and machine. Celebrate the cars that have triumphed in "The Race to the Clouds," the world's most lauded hill climb.

That's just a taste. You can check out all of the classes on page 18.

We're so honored that you have chosen to join us for this year's show. Let's go have some fun. I'll see you on the show field!

McKeel Hagerty  
Chairman

# COMMITTEES AND STAFF

**Honoree**

Rick Hendrick

**Chairman**

McKeel Hagerty

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**The Ritz-Carlton, Amelia Island**

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Danielle Catsman, *Director of Sales*

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# SCHEDULE OF EVENTS

## Thursday, February 29, 2024

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### **Broad Arrow Amelia Group Preview**

The Ritz-Carlton, Amelia Island

### **The Annual Porsche Winemaker's Dinner**

The Talbot Ballroom, Ritz-Carlton,

6:30 PM – 10:30 PM

Kick off your weekend at The Amelia with an intimate fine-dining experience hosted by Porsche at The Ritz-Carlton, Amelia Island. Featuring a celebrated sommelier who pairs each course with wines complementary to the menu, this yearly event has been known to attract drivers and celebrities from across the Porsche landscape. *Reservations Required // Limited Seating // Cocktail Attire Recommended*

## Friday, March 1, 2024

---

### **Eight Flags Road Tour, Presented by Reliable Carriers**

The Ritz-Carlton, Amelia Island Driveway

7:00 AM – 2:00 PM

The Eight Flags Road Tour Amelia Island features picturesque stops along the way. The tour concludes by staging a popular public display along Centre Street while entrants enjoy lunch, featuring the best of the Island's local cuisine. Viewing is open to the public. *Concours Entrants Only // Reservations Required*

### **Broad Arrow Group Preview**

The Ritz-Carlton, Amelia Island

9:00 AM – 6:00 PM

Broad Arrow Group's preview gives attendees a sneak peek at the vehicles that will be auctioned on Saturday.

### **Close Finishes and Controversies Seminar**

The Talbot Ballroom,

The Ritz-Carlton, Amelia Island

3:00 PM – 4:00 PM

*Limited Seating // Reservations Required*

### **Porsche Driving Experience**

Jacksonville International Airport

7:00 AM – 4:30 PM

Porsche Driving Experience allows participants to enjoy the scenic roads of northeast Florida, tour The Brumos Collection, peruse the amenities of Porsche Jacksonville (one of the nation's only Porsche Classic Partners), and experience the performance of Porsche's newest vehicles on a runway of the Jacksonville International Airport.

*Porsche ownership not required // Must be 21 years old to participate*

### **Hagerty - Mobil 1 Ride and Drive**

The Ritz-Carlton Entrance & Amelia Island Parkway

9:00 AM – 4:00 PM

Sign up for a test drive in one of Hagerty's many classic cars, presented by Mobil 1.

*Reservations Required*

### **Manufacturers' Ride and Drive**

The Ritz-Carlton & The Golf Club of Amelia Island

9:00 AM – 4:00 PM

Sign up for a test drive in some of the newest vehicles provided by The Amelia's sponsors.

### **Broad Arrow Group Auction**

The Ritz-Carlton, Amelia Island

Broad Arrow Group's Amelia Island auction will offer examples across diverse segments of the collector car market. Those interested in consigning are asked to contact a Broad Arrow Group Specialist to discuss opportunities.

### **Friday Night Movie | Pikes Peak: Short Films and Tales from the Summit**

7:00 PM – 8:30 PM

The Talbot Ballroom, The Ritz-Carlton

**Moderator:** Ray Evernham

**Panelists:** David Donohue, Jeff Zwart and Fred Veitch

**Film #1:** Short Climb Dance

**Film #2:** Short Climbkhana





## Saturday, March 2, 2024

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### Cars & Community

Amelia Island Golf Club Fairways

9:00 AM – 1:00 PM

Family-friendly automotive fun—featuring four incredible events—for the price of a single ticket. Children 12 and under get in for FREE.

Ticket includes access to:

**Cars & Caffeine:** A celebration of the automobile, featuring more than 300 curated vehicles displayed on the same show field as Sunday's award-winning Concours d'Elegance (Vehicle Registration Required)

**RADwood:** The premier automotive-lifestyle event, celebrating cars from the 80s–90s. Live music, RAD-style fashion competition with prizes, automotive awards, and so much more! (Vehicle Registration Required)

**Future Drivers Club:** Share the car love with younger enthusiasts, with free automotive activities designed just for future drivers.

### Ride and Drive

The Ritz-Carlton Entrance & Amelia Island Parkway

9:00 AM – 4:00 PM

#### Hagerty – Mobil 1 Ride and Drive

Sign up for a test drive in one of Hagerty's many classic cars, presented by Mobil 1. // *Reservations Required*

#### Manufacturers' Ride and Drive

Sign up for a test drive in some of the newest vehicles provided by The Amelia's sponsors.

### 40 Years of Hendrick Motorsports Seminar

Talbot Ballroom - The Ritz-Carlton, Amelia Island

10:30 AM – 12:00 PM

*Limited Seating // Reservations Required*

### Broad Arrow Group Preview

The Ritz-Carlton, Amelia Island

9:00 AM – 11:00 AM

Broad Arrow Group's preview gives attendees a sneak peek at the vehicles that will be auctioned on Saturday.

### Broad Arrow Group Auction

The Ritz-Carlton, Amelia Island

11:00 AM – 4:00 PM

Broad Arrow Group's Amelia Island auction will offer best-of-category examples across diverse segments of the collector car market. Those interested in consigning are asked to contact a Broad Arrow Group Specialist to discuss opportunities.

### The Amelia Silent Auction

Cumberland Room - The Ritz-Carlton, Amelia Island

9:00 AM – 6:00 PM

Bid on a collection of unique, rare, and eclectic film, television, automotive, and motorsports-related items as well as fine jewelry, collectible watches, original art and autographed limited-edition prints. Items will be displayed in the Plaza Ballroom Foyer of The Ritz-Carlton, Amelia Island, but bidding is virtual and bidders do not need to be present. Proceeds support our legacy non-profit partners.

### Saturday Night Honoree Dinner

Talbot Ballroom - The Ritz-Carlton, Amelia Island

6:30 PM – 9:30 PM

Join us for cocktails, exceptional food, and a night of automotive programming to celebrate honoree Rick Hendrick and his award-winning career in racing. *Limited Seating // Reservations Required.*

## Sunday, March 3, 2024

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### Concours d'Elegance

Amelia Island Golf Club Fairways

9:30 AM – 4:30 PM

See 275 historically significant vehicles with 35 classes. Featuring: Awards ceremony, Future Drivers Club, live entertainment, Bavarian beer garden with covered seating, various cuisines and concessions available for purchase.

### Featured Concours Classes

- Cars celebrating the 40th Anniversary of Hendrick Motorsports
- Cars from the private collection of honoree Rick Hendrick
- Ferrari 250 Competition Cars
- Ferrari 250 Grand Touring
- Fuller Moto - Cars of Bryan Fuller
- Bugatti Type 57
- Plus many more....

# GREENWICH

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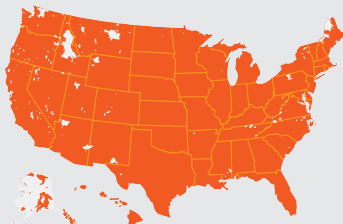


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# 2024 AWARD LIST



## Concours Awards

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Best in Show Concours d'Elegance

Best in Show Concours de Sport

## Specialty Awards

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Timeless Elegance Award

The Chairmans Choice Award

The Craftsman/Phil Hill Restorers  
Award - Production

The Craftsman/Phil Hill Restorers  
Award - Sports Race

The Founders Award

The Amelia Island Award

The Gil Nickel/Far Niente Award

The Spirit of the 1000 Miglia Award

The Judge John North Award

The Claude Nolan Spirit Award

The International Motor Sports Association Award

The Andial Trophy

The Indy Motor Speedway/Tony Hulman Award

Hagerty Drivers Foundation Automotive  
Heritage Award

The Grand Sport Trophy

The General Motors/Dave Holls Award

Most Outstanding Porsche Award

The Ford Motor Company/  
E.T. Bob Gregorie Trophy

The Amelia Fashion Trophy

CARS Beyond Borders Award

Engineering Excellence Presented  
by BMW North America

Hagerty Drivers Foundation/  
FIVA Presentation Award

The Spirit of the Concours Trophy

The Best Sounding Car Award

The Peoples Choice Award

The Chiefs Judges Award

The Honorary Chief Judges Award

Hagerty Car Culture Award

Hagerty Youth Judging Award

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# 2024 ENTRIES BY CLASS



## 100th Anniversary of Bugatti Grand Prix Cars

**1927 Bugatti Type 37A Grand Prix**  
Alan Rosenblum

**1931 Bugatti Type 51**  
Wendy and Mitch Gross

## American Classic 1931–1932

**1931 Buick Model 8-94 Sport Roadster**  
David Landow

**1931 Cadillac 370A V-12**  
Bill and Patti Spurling

**1931 Packard Model 840 Individual Custom by Packard**  
Mark and Vicki Smucker

**1932 Marmon Sixteen**  
George C. Bradley

**1932 Packard Series 900 Convertible Coupe**  
The Sport Clips Collection

## American Classic 1933–1948

**1934 Packard 1101/710 7 Passenger Tourer**  
Rajiv Kehr

**1938 Pontiac De Luxe 8 Cabriolet**  
Larry Cole

**1940 Dodge D 14 Deluxe Luxury Liner Convertible Coupe**  
Michael L. Markel

## American Limited Production (40s–60s)

**1949 Chrysler Town & Country Convertible**  
David and Lisa Helmer

**1953 Packard Balboa**  
The Marano Collection

**1954 Chrysler Ghia GS-1**  
Maine Classic Car Museum

**1954 Kaiser Darrin**  
Timothy and Lisa Smith

**1954 Packard Caribbean**  
Jon Hodges

**1956 Continental Mark II**  
Leon Flagg and Curtis Lamon

**1956 Chrysler 300B**  
Brian Walker

**1956 Lincoln Mark II**  
John and Kim Keese

**1956 Mercury XM Turnpike Cruiser**  
Mark Pieloch

**1956 Packard Caribbean**  
Charles Roberts and Lauren Courtney

**1958 Cadillac Eldorado Brougham**  
Timothy Vos

**1962 Ghia L-6.4**  
The Singleton Collection

## Anniversary Class - 40 Years of Hendrick Motorsports

**1977 Chevrolet Nova #15**  
Hendrick Motorsports

**1984 Chevrolet Corvette GTP**  
Hendrick Motorsports

**1984 Chevrolet Monte Carlo #5**  
Hendrick Motorsports

**1995 Chevrolet Silverado #25**  
Hendrick Motorsports

**1996 Chevrolet Monte Carlo #5**  
Hendrick Motorsports

**1997 Chevrolet Monte Carlo Daytona 500 #24**  
Hendrick Motorsports

**1997 Chevrolet Monte Carlo #24**  
Hendrick Motorsports

**2014 Chevrolet SS #88**  
Hendrick Motorsports

**2020 Chevrolet Camaro ZL1/1LE #9**  
Hendrick Motorsports

**2021 Chevrolet Camaro ZL1/1LE #5**  
Hendrick Motorsports

**2023 Chevrolet Camaro ZL1/1LE Garage 56 #24**  
Hendrick Motorsports

**2023 Chevrolet Camaro ZL1/1LE #24**  
Hendrick Motorsports

## Bugatti Type 57

**1937 Bugatti Type 57C**  
Bill and Becky Bryan

**1937 Bugatti Type 57**  
Bruce and Peggy Wanta

**1938 Bugatti Type 57**  
Jim Davis

**1938 Bugatti Type 57**  
Jill Shibles

## Cars of Pikes Peak

**1918 Pierce-Arrow Touring Car**  
Pikes Peak International Hill Climb Museum

**1936 Chevrolet Sedan**  
Ray Evernham

**1985 Audi Sport Quattro S1 RS21 Pikes Peak**  
Audi Tradition

**1989 Audi 90 Quattro IMSA-GTO**  
Audi Tradition

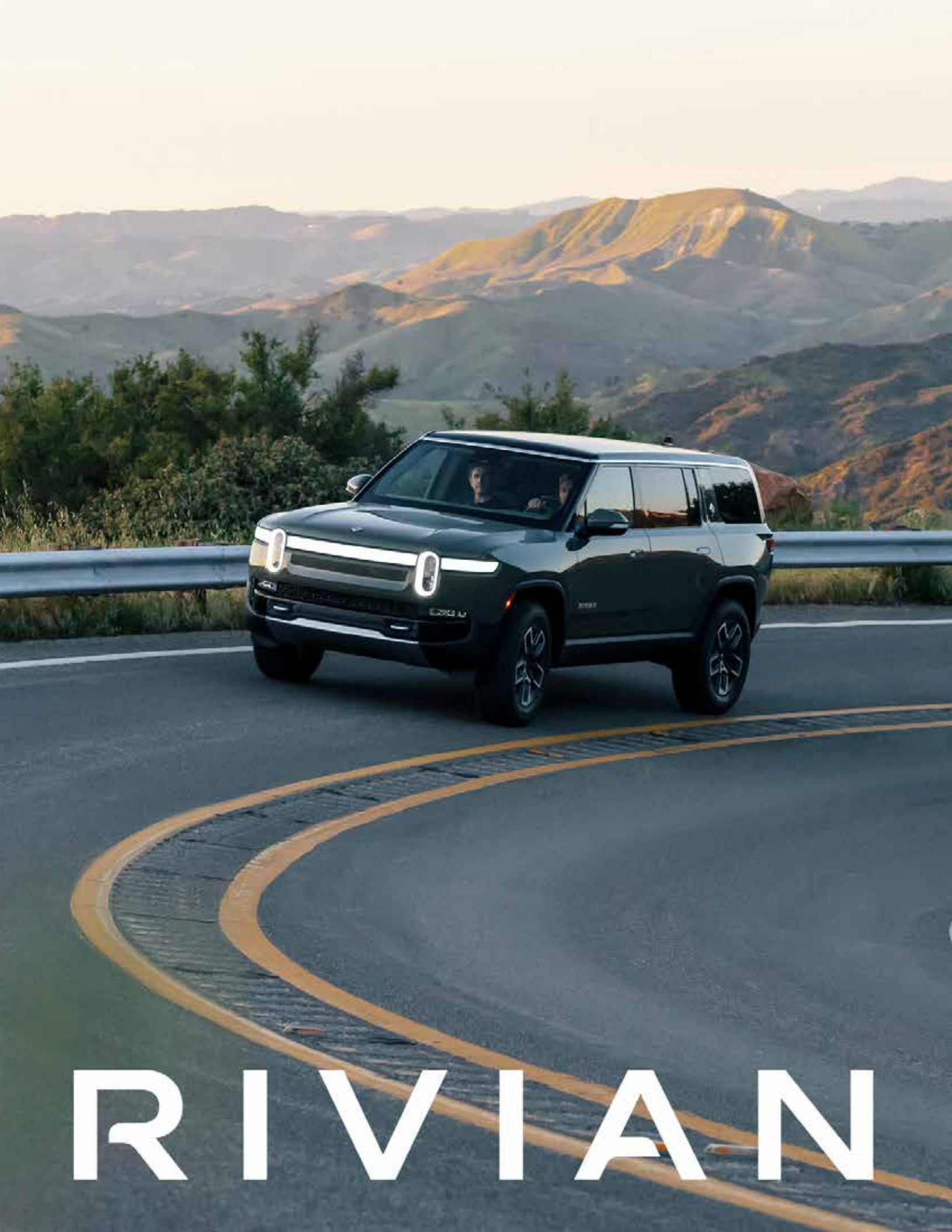
**1991 Donner/Dykstra Special DD1**  
Donner Motorsport

**2016 Chevrolet SS**  
Layne Schranz

**2019 Acura TLX-GT**  
RealTime Collection Hall

**2019 Porsche GT2 RS Clubsport**  
The Brumos Collection





# RIVIAN

# 2024 ENTRIES BY CLASS



## Cars of the Barn Find Hunter

### 1911 Ford Model T

Chris Collins

### 1934 Buick Convertible Coupe

Edgar Minnie II

### 1952 Cunningham C3

Tom and Pat Cotter

### 1954 Chevrolet Corvette

J. Waters

### 1955 Mercedes-Benz 300SL

Renee and Robert Torre

### 1958 Porsche 356A

Mark J. Pribanic

### 1965 Shelby GT350

Matthew Taylor

### 1966 Lancia Flavia Rally

Michael Kristick

### 1967 Ford Country Squire

Philip Spatz

## Duesenberg

### 1929 Duesenberg Model J Berline

Tom Maoli

### 1929 Duesenberg Model J

Sam Lehrman

### 1930 Duesenberg Model J Murphy Roadster

Meg McCarthy

### 1930 Duesenberg Model J

James & Nancy Scharfeld

### 1932 Duesenberg Disappearing Top Murphy Roadster

Tom Maoli

## Cars of the Honoree

### 1931 Chevrolet Coupe

Rick Hendrick

### 1937 Chevrolet Modified Coupe #11

Rick Hendrick

### 1963 Chevrolet Corvette

Rick Hendrick

### 1970 Chevrolet Chevelle

Rick Hendrick

### 1971 Chevrolet Camaro

Rick Hendrick

### 1982 Nitro Fever Drag Boat

Rick Hendrick

### 1990 Chevrolet Lumina NASCAR #46

Rick Hendrick

### 2013 Chevrolet SS #48

Rick Hendrick

### 2020 Chevrolet Camaro ZL1/1LE #9

Rick Hendrick

### 2021 Chevrolet Camaro ZL1/1LE #5

Rick Hendrick

### 2023 Chevrolet Camaro ZL1/1LE Garage 56 #24 Lemans

Rick Hendrick

### 2023 Chevrolet Camaro ZL1/1LE #24

Rick Hendrick

### 2023 Chevrolet Corvette Z06

Rick Hendrick

## European Classic Closed 1915-1948

### 1927 Minerva AF 32 CV Sport Sedan

Nick and Shelley Schorsch/ Audrain Collections

### 1936 Delahaye Type 135

Dana and Patti Mecum

### 1947 Jaguar 3 1/2 Litre

George & Theresa Cole

## European Classic Open 1915-1948

### 1933 Isotta Fraschini Tipo 8A

Alchemy Classics

### 1934 MG PA

Al Warner

### 1934 S.S. S.S. 1

Natalie and Scott Bluestein

### 1935 Lagonda Rapier Sports Special

Cameron Hathorn

### 1936 Delahaye Type 135 Competition Court

Teardrop Coupe  
Dana and Patti Mecum

### 1937 Delage D8-120

Mark Hyman

## Ferrari 250 Competition Cars

### 1957 Ferrari 250 GT

Rob Kauffman / RK Motors

### 1958 Ferrari 250 GT Berlinetta Competizione Tour de France

William H. and Cheryl K. Swanson

### 1958 Ferrari 250 GT LWB Berlinetta

Gerald and Theresa Alexander

### 1958 Ferrari 250 GT LWB Berlinetta

Roy Brod

### 1962 Ferrari 250 GTO

David MacNeil

### 1967 Ferrari Dino 206 S

Dr. Hassan Moghadam



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# 2024 ENTRIES BY CLASS



## Ferrari 250 Grand Touring

**1953 Ferrari 250 Europa Vignale**  
Cogan Collection

**1955 Ferrari 250 Europa GT**  
Kim and Stephen Bruno

**1958 Ferrari 250 GT**  
Peter S. Kalikow

**1960 Ferrari 250 GT**  
Eichenbaum Family Collection

**1960 Ferrari 250 GTE**  
Scott and Marnie Oshry

**1961 Ferrari 250 GT**  
Hayim Collection

**1963 Ferrari 250 GT Berlinetta Lusso**  
Hayim Collection

**1964 Ferrari 250 GT**  
Richard Morrison

## Fuller Moto - Bikes of Bryan Fuller

**1951 Vincent Series C Reproduction**  
Bryan Fuller

**1968 Norton Commando**  
Kyle Frey

**1969 Honda CB750 Fuller Custom Café Racer**  
Gordon Erickson

**1973 BMW R75/6**  
Nate Johnson

**1975 BMW R75**  
John Yeosock

**1994 Kawasaki EX 500 Two-Seater Drag Bike**  
Bryan Fuller

**2000 Harley-Davidson Custom**  
Mark Prosser

**2005 Fuller Texas T**  
Fuller Hot Rods

**2006 Buell Custom Chopper**  
Barber Vintage Motorsports Museum

**2015 Motus Monster**  
John Bennett

## Fuller Moto - Cars of Bryan Fuller

**1932 Ford Double Down Deuce Coupe**  
Hugh Hawkins

**1937 Studebaker Coupe Express**  
Stephen Connor

**1941 Ford Pickup**  
Steve Chivington

**1960 Cadillac Fleetwood Hearse**  
Brett Agee

**1961 Chevrolet Bel Air**  
Steve Chivington

**1962 Chevrolet Corvette Fuller Moto Custom Convertible "Blue Ray"**  
William and Christi George

**1962 International Harvester Scout 800**  
Steve Schnieder

## Horseless Carriage

**1903 Studebaker Electric Model 12 Racer**  
Jeff Huber

**1909 Cadillac Model 30**  
James Farris

**1912 Thomas Flyer K-6-90**  
Dan and Roseann Gernatt

**1913 Buick Model 25**  
David and Amy Noznesky

**1916 Detroit Electric 60 / 98S**  
Bill Heller

## Indy Legends

**1962 Mickey Thompson Indycar**  
George T. Lyons

**1966 Coyote Indy Car**  
John Darlington

**1974 Eagle Indy Car**  
Jeff Downes,  
Can Am Cars Ltd

**2012 Dallara IR12-049**  
Chip Ganassi

**2023 Dallara IndyCar**  
Chip Ganassi

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# 2024 ENTRIES BY CLASS



## Japanese Performance Cars of the 90s

### 1989 Autech Zagato Stelvio AZ1

Alexandra Vernis and Ian Reville

### 1992 Nissan Pulsar

Mark and Newie Brinker

### 1993 Honda NSX Type R

Dr. Wei-Shen Chin and Vincent Howard

### 1993 Mazda RX-7 R1

Ara and Alison Malkhassian

### 1993 Nissan Skyline

Artem Valitov

### 1993 Toyota Supra

Mike Mader

### 1995 Autech Gavia

Phillip Sarofim

### 1996 Nissan Skyline R33 LM Limited

Vincent Howard

### 1996 Nissan Skyline Nismo 400r

Brian Mann

### 1997 Mitsubishi Pajero Evolution

Duncan Imports

### 1998 Mitsubishi Lancer Evolution

Chris Graff

### 1998 Subaru 22B

Mark and Newie Brinker

### 1999 Nissan Skyline GT-R

Kevin Lu

## Motorcycle Class Italian

### 1935 Moto Guzzi Sport 15

Blue Moon Cycle

### 1951 Moto Guzzi Falcone

Blue Moon Cycle

### 1955 Benelli Leoncino

Collection of James and Sharon Dillard

### 1957 Itom Competizione

Collection of James and Sharon Dillard

### 1958 Mondial Sprint

Collection of James and Sharon Dillard

### 1958 Motobi Motobi 125 Imperiale Sport

Alberto and Rossana Sisso Collection

### 1965 Ducati 250 Mach 1

Mike and Candie Hurley Vintage Desmo

### 1966 Italjet De Luxe

Alberto and Rossana Sisso Collection

### 1967 Ducati 50/SL1

Alberto and Rossana Sisso Collection

### 1973 Ducati 750 Sport

Mike and Candie Hurley Vintage Desmo

### 1973 Ducati 750 Super Sport

Jere Masten

### 1974 Laverda SF750

Collection of James and Sharon Dillard

### 1995 Ducati Pro Street Tracker

James McKinnon

## Porsche Original Owners Class

### 1965 Porsche 356

Miles Collier Collections @ Revs Institute

### 1967 Porsche 911S Coupe

Philip Bagley

### 1967 Porsche 911S

Bobby Rahal Collection

### 1971 Porsche 911T

Bill Warner

### 1971 Porsche 911E Targa

George Word

### 1971 Porsche 911S

Jack and Dotty Cook

### 1973 Porsche 911

Paul Hageman

### 1973.5 Porsche 911T Targa

Richard Raimist

## Porsche Rally Cars

### 1973 Porsche 911T

James Newton

### 1973 Porsche Carrera RS

Cedric Meeschaert

### 1974 Porsche 911

Lee and Heather Hower

## Race Cars Post-War 1946–1955

### 1947 Kurtis Midget

H. Scott Russell

### 1949 MG MGTC

Glen and Jill Moore

### 1950 Nardi 1100 Sport

Howard and Diane Banaszak

### 1951 Baldwin Special

Jose Fernandez

### 1953 Porsche 356

Nicola Venchierutti

## Race Cars Post-War 1956–1965

### 1957 Maserati 200Si

Steve Adler

### 1957 Porsche 356A

Vic and Barbara Skirmants

### 1960 Chevrolet Corvette

Dominic Testa

### 1961 Chenoweth Indianapolis Race Car

Jim and Stacey Weddle

### 1962 Jaguar XKE-D-L

Tris Buckley

### 1962 Kellison J5 Drop Nose Coupe

James Hart

### 1964 Ford Falcon

Ross and Beth Myers

### 1965 Ford GT

Dana and Patti Mecum

### 1965 Shelby Cobra

Gary W. Bartlett



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# 2024 ENTRIES BY CLASS



## Race Cars Post-War 1966–1974

**1965 Ford GT Competition  
Prototype Roadster**  
Dana and Patti Mecum

**1966 Lola T70 Mk II**  
The HK Collection, HK  
Motorcars

**1966 Porsche 906**  
The HK Collection, HK  
Motorcars

**1967 Ford Mustang**  
Richard Lincoln

**1969 Porsche 911 2.5 GTU**  
Paul Hageman

**1971 Dodge Charger**  
John Bober

## RUF

**1989 Ruf CTR  
“Yellowbird”**  
Addixion LLC - Private  
Collection

**1998 Ruf CTR 2**  
Miguel Arriaza

**1998 Ruf WOLF**  
Addixion LLC - Private  
Collection

**2016 Ruf Targa**  
Larry Page

## Rolls-Royce Silver Ghost

**1909 Rolls-Royce Silver  
Ghost**  
Jay Miller

**1912 Rolls-Royce Silver  
Ghost**  
Janet and David Campbell

**1913 Rolls-Royce Silver  
Ghost**  
Rick Brown

**1919 Rolls-Royce 40/50**  
James Stejskal

**1923 Rolls-Royce Custom  
Coachwork Silver Ghost -  
Springfield**  
Laura and Jack Boyd Smith,  
Jr. of The JBS Collection

**1924 Rolls Royce  
Springfield Silver Ghost**  
Steve Moorman

**1926 Rolls-Royce Silver  
Ghost**  
John and Lucy Bothwell

**1934 Rolls-Royce Sport  
Saloon**  
Rose Lewis

## Sport Customs- America's Boulevard Cruisers

**1948 Jewell Special**  
Richard Brown

**1948 Kurtis-Omohondro  
Comet**  
Wayne Gould

**1948 Timbs Special Open  
Streamliner**  
Gary and Diane Cerveney

**1952 Glasspar G2**  
Tom Chandler

**1952 Irwin Lancer**  
Joel Driskill

**1953 Grantham Stardust**  
David Deluca

**1953 Traveller Roadster**  
Edwin Zimmerman Jr.

**1955 Victress S4**  
Don August

**1957 Aurora Safety Car**  
Lane Motor Museum

**1958 MacMinn Le Mans  
Coupe**  
Dennis and Karen  
Kazmerowski / Chip and  
Shannon Fudge

## Sports and GT Cars 1946–1950

**1949 Jaguar XK120**  
Joe McNeil

**1949 Lancia Aprilia**  
Diego Rodriguez

## Sports and GT Cars 1951–1959

**1951 Jaguar XK 120**  
Tim Gillespie

**1951 Porsche 356**  
Matt Mirones

**1952 Allard J2X**  
Vento Collection

**1953 Arnolt-MG Bertone**  
Craig L. Burchsted

**1954 Chevrolet Corvette**  
Rob and Clare DiNuzzo

**1954 Siata 208CS**  
Bob Wilder

**1955 Mercedes-Benz  
300SL**  
Garage 42

**1955 Porsche 356  
Continental Cabriolet**  
Holly and Jason Zelonish

**1956 Jaguar XK140**  
Robert and Melanie Seyler

**1956 Mercedes 300 SC**  
Hayim Collection

**1957 Chevrolet Corvette**  
Stan Cryz

**1957 Lancia Appia Zagato**  
Don and Diane Meluzio

**1957 Maserati 200Si**  
Steve Adler

**1957 Porsche 356 Carrera GS**  
Lynn and Michael Harling

**1958 Alken D2**  
Jeffrey Lipnichan

**1959 Porsche 356 Carrera  
GT Speedster**  
Steven Harris

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# 2024 ENTRIES BY CLASS



## Sports and GT Cars 1960–1972

**1960 Chevrolet Corvette**  
Michael and Tracie  
Capozzio

**1960 Chevrolet Corvette**  
Corvette Dave Racing

**1961 Mercedes-Benz  
190SL**  
Volker Ribniger

**1961 Mercedes-Benz  
300SL Roadster**  
Duke Steinemann

**1962 SE Type 14**  
Ray Stevens

**1963 Jaguar E-Type**  
Wise-McCulloch Collection

**1964 Aston Martin DB5**  
Bruce Miller

**1967 Ferrari 275 GTB/4**  
The HK Collection, HK  
Motorcars

**1967 Maserati One off  
by Frua**  
Blake Stevenson

**1968 Ford Shelby  
Mustang GT 500KR**  
Pete Wojtowicz

**1968 Lamborghini 400GT**  
Scott Libertore

**1968 Porsche 911L**  
Pascal A. J. Maeter and  
Cecilia A. Loftus

**1969 Chevrolet Corvette**  
Guy Larsen

## Sports and GT Cars 1960–1972 (cont.)

**1971 Ferrari 365 GTC/4**  
Daniel Heit

**1971 Ferrari Dino**  
Bob and Sherry Guth

**1972 Alfa Romeo  
Montreal**  
Greg Jones

**1973 Citroën DS3  
Chapron**  
Volker Ribniger

**1973 Ferrari Dino 246**  
Jack May

## Sports and GT Cars Pre-War

**1933 MG J2**  
Tom Metcalf MG Collection

## Supercars: 1980–1999

**1983 Ferrari 512 BBi**  
Mike Mihalik

**1987 Lamborghini  
Countach**  
Jacques Shelton

**1995 Ferrari F50**  
Fort Family Investments  
Trustee

**1995 Ferrari F50**  
David MacNeil

**1995 Porsche 911**  
Tara and Nish Pillai

**1996 Ferrari F50**  
Dr. Jasbir S. Dhillon

**1999 Lamborghini Diablo**  
Peter Ponzini

## Supercars: 2000–Present

**2003 Ferrari Enzo**  
David MacNeil

**2004 Porsche Carrera GT**  
The Bobby Rahal  
Collection

**2015 Porsche 918 Spyder**  
Hank Bernbaum

**2017 Dodge Viper ACR/E**  
John and Vicki Temple

**2017 Pagani Huayra BC**  
MKV Cars Llc

**2020 Bugatti Divo**  
MKV Cars Llc

**2020 Lamborghini  
Huracán**  
Prasanna Srinagesh

**2021 Glickenhaus 004S**  
The HK Collection, HK  
Motorcars

**2023 Kimera EVO 37**  
The HK Collection, HK  
Motorcars

**2023 Maserati MC20**  
Andrew and Julie Roth

**2023 SSC Tuatara Striker**  
The HK Collection,  
by HK Motorcars

*This list of entrants was current as of February 16. Any entrants received after that date are not included here.*



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

Paul is a university professor and automotive historian, collector, and 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.



## **Ed Welburn** | Honorary Chief Judge

Ed Welburn was named vice president of GM Design North America on October 1, 2003, becoming just the sixth Design leader in GM history. He oversaw the development of GM products such as the Chevrolet Corvette, Cadillac Escalade, and Chevrolet Camaro. He retired in 2016. Today he is president of The Welburn Group and founder and CEO of Welburn Media Productions. He is the only automobile designer to have his archives housed in the Smithsonian. He won an Emmy award in 2022, and he's also developing a feature film about the story of African American race car drivers in the 1920s and 1930s.



## **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 Ferrari vehicles 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.





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## Richard Adatto

**Area of Expertise:** European coachwork

**Fun Fact:** Love French cars

## Steve Ahlgrim

**Area of Expertise:** Ferrari and postwar sports cars

**Profession/Affiliations:** International Advisory Committee for the Preservation of Ferrari Automobiles

**Fun Fact:** I drove a Ferrari Daytona Spyder from Cedar Rapids, Iowa, to Atlanta with the top down

## Kim Barnes

**Area of Expertise:** British, French, other European, postwar American, muscle cars, micro cars, Corvette, Shelby

**Profession/Affiliations:** Vintage Tire Manager - Michelin. NCRS, AACA

**Fun Fact:** Started a business restoring Schwinn Krate bicycles at 12 years old

## Mark Becker

**Area of Expertise:** American Classics and 40s-60s American Limited Production

**Profession/Affiliations:** Florida Supreme Court Certified Mediator

**Fun Fact:** Raced Motocross and Formula Ford

## Ellen Bireley

**Area of Expertise:** Race cars

## Carl Bomstead

**Area of Expertise:** CCCA Full

**Profession/Affiliations:** Classics automotive journalist

**Fun Fact:** Bought first car when 14

## Les Burd

**Area of Expertise:** Postwar European

**Profession/Affiliations:** Member ICJAG, NADA board, FIVA scrutineer

**Fun Fact:** Wannabe machinist

## Peter Brock

**Area of Expertise:** Board track racers late 20s-mid-30s, sports cars late 50s-70s, European GT cars from 1960 onward, French coachworks, Italian coachworks

**Profession/Affiliations:** Automotive designer, author

**Fun Fact:** Left the automotive business to go hang gliding. Started a company to build hang gliders which became the largest hang-gliding company in the world by the time I left in the mid-80s.

## 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 in my father's shop while still in grade school, working together on classics including Duesenbergs, Lincolns, Packards, and Ford Model As.

## Frank Campanale

**Area of Expertise:** Ferrari, Italian coachworks, Maserati, Alfa Romeo, sports cars and prototype and low production vehicles

**Profession/Affiliations:** Trustee, College for Creative Studies, Sponsor Transportation Design Department, IMSA, SCCA, HSR

**Fun Fact:** Completed the Mille Miglia in Italy with Bill Warner, car and motorcycle racer, competitive hot air and gas balloon pilot

## Wayne Cherry

**Area of Expertise:** Design / Elegance

**Profession/Affiliations:** Vice President of Global Design, General Motors (retired)

## Luigi Chinetti

**Area of Expertise:** Ferraris pre-1972

**Profession/Affiliations:** Retired race car driver, designer, Anciens Pilotes du Mans, Ferrari USA

**Fun Fact:** Enjoy good company, good food.

## Tom Cotter

**Area of Expertise:** Shelby automobiles, race cars, postwar sports cars, hot rods

**Fun Fact:** I actually race my barn find!

## Randy Cox

**Area of Expertise:** Sports Cars 1950-1970 and Rolls-Royce Motor Cars

**Profession/Affiliations:** Former Ford Motor Company designer, Randy Cox Design (restoration company), Rolls-Royce Owners' Club

**Fun Fact:** When judging a concours, the cream always floats to the top

## Jeffrey DeMarey

**Area of Expertise:** CCCA classics and 60s muscle car

**Profession/Affiliations:** CCCA National Board member and President of Stonewall Insurance group  
Hagerty's Top Gear Agent

## Chris DeMarey

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

**Profession/Affiliations:** Stonewall Insurance Group, Classic Car Club of America, 15+ years judging experience

**Fun Fact:** The first car I drove was a Model T Snowmobile

## Keith Duly

**Area of Expertise:** Prewar European sports and racing cars. Same for postwar up to 1970

**Profession/Affiliations:** Aeronautical engineer (retired) VSCCA, VSCC, have restoration facility for my own cars

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



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## Ben Erickson

**Area of Expertise:** Prewar French, Coachbuilding

**Profession/Affiliations:** Society of Automotive Historians, Talbot Club, Delahaye Club

**Fun Fact:** I learned to drive a manual gearbox in a Cobra

## Erin Evernham

**Area of Expertise:** Race cars

**Profession/Affiliations:** Former driver, NASCAR and open wheel, women in motorsports

**Fun Fact:** Only woman to win a World of Outlaws Sprint car race

## Ray Evernham

**Area of Expertise:** Race cars

**Profession/Affiliations:** NASCAR, IROC, SRX

## Paul Fix

**Area of Expertise:** Vintage and current race cars, Porsche, Shelys, Cobras, and Mustangs.

**Profession/Affiliations:** CEO at Classic Tube, Inc. President at Fix Motorsports, Sports Car Club of America, Shelby American Automobile Club, Antique Automobile Club of America, Porsche Club of America, Mustang Club of America

**Fun Fact:** I've been restoring concours-winning show cars since 1989. Currently racing in the Trans Am Series, since 2000, and ranked 15th on the all time win list

## Lauren Fix

**Area of Expertise:** Specialize in muscle cars, performance and exotic cars

**Profession/Affiliations:** Amelia Island judge, past Detroit Concours judge, AACA, Mustang Club of America, Shelby American Automobile Club, World Car Awards juror, North American Car of the Year President emeritus, SCCA, SVRA and HSR

**Fun Fact:** I was Oprah's automotive expert. My husband and I named our daughter Shelby

## Mark Gessler

**Area of Expertise:** Preservation, European Sports pre- and postwar, Mille Miglia

**Profession/Affiliations:** Historian

**Fun Fact:** My first word was "Volkswagen."

## Doris Gilles

**Area of Expertise:** Fashion

**Profession/Affiliations:** Apex Motorsports Club and M1 Concourse Car Communities. Viper, Alfa Romeo and Porsche Car Clubs.

## Ralph Gilles

**Area of Expertise:** Automotive design 1950s to present

**Profession/Affiliations:** Stellantis management team

**Fun Fact:** My second career choice would have been a weather man

## Ken Gross

**Area of Expertise:** American and European classics, Porsche, Bugatti, Ferrari, sports cars, hot rods, prewar special interest

**Profession/Affiliations:** CCCA, AACA, American Bugatti Club, LZOC, Airflow Club, Porsche Club of America, EFV8 Club, SAH

**Fun Fact:** I have written 25 books on cars and I've been a CCCA member for 60 years!

## Hurley Haywood

**Area of Expertise:** Porsche

## David Hinton

**Area of Expertise:** Race cars

**Profession/Affiliations:** President of HSR (Historic Sportscar Racing) also Heritage Motorsport where we maintain several vintage race cars

**Fun Fact:** This will be my 17th Amelia Concours d'Elegance

## David Hobbs

**Area of Expertise:** Racing

**Profession/Affiliations:** Race driver and TV commentator

## Somer Hooker

**Area of Expertise:** Motorcycles

**Profession/Affiliations:** Broker, writer. ICJAG

**Fun Fact:** I have ridden around the Isle of Man

## Jeff Huber

**Area of Expertise:** Horseless carriage cars

**Profession/Affiliations:** Retired AACA, Horseless Carriage

**Fun Fact:** Starting judging at age 14

## Robert Ianuario

**Area of Expertise:** Multi-marque

**Profession/Affiliations:** Society of Automotive Historians

**Fun Fact:** I live with a pig named Barbie Q. Pork.

## Paul Ianuario

**Area of Expertise:** Prewar cars (brass era especially), postwar

**Profession/Affiliations:** Retired Engineer, member of the Society of Automotive Engineers and the Society of Automotive Historians

**Fun Fact:** I am a recipient of the Lee Iacocca Award for preservation of the American automotive tradition.

## Fred Jones

**Area of Expertise:** American and Japanese cars

**Profession/Affiliations:** Car Selection Chairman for the Cincinnati Concours d'Elegance at Ault Park (18 years)

**Fun Fact:** Have an original Datsun 240Z that I compete in Hill Climb competitions

## Robert Joynt

**Area of Expertise:** Prewar classics

**Profession/Affiliations:** Trustee of Auburn Cord Duesenberg Automobile Museum

**Fun Fact:** I still own the 1932 Packard phaeton I bought at age 14 with my paper route money

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## Prescott Kelly

**Area of Expertise:** Porsches, muscle cars, woodie wagons

**Profession/Affiliations:** Contributing editor at *Sports Car Market*, 356 *Registry* magazine and Porsche *Panorama*.

**Fun Fact:** Bought my first Porsche a week before my first refrigerator. Priorities.

## Leslie Kendall

**Area of Expertise:** General

**Profession/Affiliations:** Petersen Automotive Museum Chief Historian, Member SAH, Member NAAM, Member AACA, Member CCCA

**Fun Fact:** I was the only first grade student who knew what a Bugatti was.

## David Kibbey

**Area of Expertise:** Contemporary exotics

**Profession/Affiliations:** Chairman Northville Concours d'Elegance, Ferrari Club of America, Greenwich Concours, Detroit Concours, Audrain Concours, Pebble Beach Concours, Keels and Wheels Concours.

**Fun Fact:** I'm learning to drive a manual!

## Dave Kinney

**Profession/Affiliations:** Publisher of *Hagerty Price Guide*, appraiser, author

**Fun Fact:** Was a DJ in college

## Jonathan Klinger

**Area of Expertise:** Prewar classics, American muscle, 50s American classics, Brass Era, McPherson College Automotive Restoration Graduate

**Profession/Affiliations:** McPherson College Board of Trustees, AACA Life Member, MBCA member, SEMA 35 under 35, SCM 40 under 40

**Fun Fact:** This will be my 15th Amelia Concours d'Elegance

## Chris Kramer

**Area of Expertise:** European pre- and postwar sports

**Profession/Affiliations:** Appraiser and consultant

**Fun Fact:** Having Sir Stirling Moss in my 300 SL as passenger on track

## Julius Kruta

**Area of Expertise:** Bugatti prewar, BMW

**Profession/Affiliations:** Eighteen years head of heritage of Bugatti

## Peter Larsen

**Area of Expertise:** Prewar French, coachbuilding, prewar European, prewar American

**Profession/Affiliations:** Society of Automotive Historians, Talbot Club, Delahaye Club

**Fun Fact:** The first word I learned to speak properly was "Opel," according to my mother

## Mark Lizewskie

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

**Profession/Affiliations:** Executive Director of the Rolls-Royce Owners' Club and Rolls-Royce Foundation; member of the Rolls-Royce Owners' Club, Rolls-Royce Foundation, Bentley Drivers Club, AACA, CCCA, National Association of Automobile Museums, other various car clubs and affiliations

**Fun Fact:** I daily-drove a 2008 smart Fortwo I bought new for 14 years and 280,000 miles!

## Anthony Lo

**Area of Expertise:** Car design

**Profession/Affiliations:** Chief Design Officer, Ford Motor Company

## Patrick Long

**Area of Expertise:** Porsche

**Profession/Affiliations:** Hagerty Porsche Le Mans

## Tim McNair

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

**Profession/Affiliations:** Concours preparer, Hagerty Media

**Fun Fact:** Still building models!

## Werner Meier

**Area of Expertise:** Domestic postwar

**Profession/Affiliations:** Automotive Engineer, owner of Masterworks Automotive Services, National Corvette Museum Hall of Fame

## Dale Miller

**Area of Expertise:** Porsche

**Profession/Affiliations:** Miller Historic Motorcars, Porsche Club of America, RLL Indycar Team, Society of Auto Historians

**Fun Fact:** Have been involved with over 100 Porsche Racing cars; everything from all the 1950s Spyders, all the fiberglass-bodied cars through 962s

## Miles Morris

**Area of Expertise:** European Sports Racing 1930-1970

**Profession/Affiliations:** Collector-car consultant and broker; VSCCA, VSCC, CCCA, FIVA

**Fun Fact:** My grandfather was a racing driver prior to World War I

## Mark Moskowitz

**Area of Expertise:** Race cars, postwar British, one-offs, early postwar Alfa

**Profession/Affiliations:** ICJAG member, senior auction analyst *Sports Car Market*, new-car editor conceptcarz.com, have served as chief judge for Monticello Race Car Concours, Trump Charlotte concours and Miami concours

**Fun Fact:** I taught my children to drive in a Lotus 7





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## Phil Neff

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

**Profession/Affiliations:** American Society of Appraisers (Automotive Specialties), AACA, Bugatti Club of America

**Fun Fact:** My first car was a 1967 Lincoln Continental coupe that I bought from the original owner

## J. C. O'Steen

**Area of Expertise:** American classics

**Profession/Affiliations:** Florida Bar Association, CCCA, AACA, ACD, CLC, BG, NCRS

**Fun Fact:** Professional musician and sixth-generation cattle farmer/rancher

## Whitney Overocker

**Area of Expertise:** American classics and prewar

**Profession/Affiliations:** Artist and owner of WhitneyArtist.com, member of the CCCA New England & Society of Automotive Historians

**Fun Fact:** Co-organizer of 2025 CCCA Caravan in Maine

## Steven Pasteiner

**Profession/Affiliations:** Advanced Automotive Technologies, Design Prototype Restoration Art, automotive history

**Fun Fact:** First word was "car"

## Eric Peterson

**Area of Expertise:** Pre- and postwar

**Profession/Affiliations:** European, specifically Ferrari and Maserati  
**Profession:** automotive restoration.  
**Affiliation:** Member, International Advisory Council for the Preservation of the Ferrari Automobile

**Fun Fact:** Likes Ferraris, but owns Porsches

## Thomas Plucinsky

**Area of Expertise:** Sports race cars (IMSA), supercars, BMW, European cars

**Profession/Affiliations:** Head, BMW Group Product Communications

## Lilly Pray

**Area of Expertise:** German, British PCA

**Profession/Affiliations:** Member 20 years, RM Porsche Club, RM Triumph Club

**Fun Fact:** Always drives "topless" unless stuck in a coupe

## Larry Printz

**Profession/Affiliations:** Society of Automotive Historians, International Motor Press Association, CCCA

**Fun Fact:** I am a very talented cartoonist

## Mark Raffauf

**Area of Expertise:** IMSA and all other modern (post-1965) International and National Sports Racers, Can-Am, open-wheel and GT/sedan race cars

**Profession/Affiliations:** IMSA, U.S representative on the FIA Historic commission

**Fun Fact:** I have been involved with Professional motorsport management for 50 years as of 2024...I was really young when I started. Always been fun!

## Mark Reuss

**Area of Expertise:** General Motors

**Profession/Affiliations:** President at General Motors

**Fun Fact:** I've restored a 1954 Corvette

## Ivan Ruiz

**Area of Expertise:** European and British sports cars

**Profession/Affiliations:** The Maserati Club SE, Ferrari Club of America, Jaguar Club of NA, American Lancia Club, Iso Bizzarrini Club

**Fun Fact:** I've owned and restored over 100 Jaguar E-types and 80 Maseratis

## Paul Russell

**Area of Expertise:** Mercedes prewar to 1973, Porsche 356, prewar Alfa, Ferrari 166 - 275

**Profession/Affiliations:** 50 years in restoration business, IAC/PFA, ICJAG, Pebble Beach judge

**Fun Fact:** Got started with a Bugeye Sprite

## Scott Sargent

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

**Profession/Affiliations:** ABC club

**Fun Fact:** Have been collecting old cars since I was eight

## Matthew Short

**Area of Expertise:** Auburn, Cord

**Profession/Affiliations:** Duesenberg, Packard other large Classics, founder of the National Association of Automobile Museums

**Fun Fact:** Was curator at the ACD Museum for 20 years

## Tim Sierra

**Area of Expertise:** Rolls-Royce Silver Ghost and pre-World War I

**Profession/Affiliations:** Owner of Orlando Classic & Collector Cars

**Fun Fact:** We enjoy touring our 1911 Rolls-Royce Silver Ghost all around the world

## Michael Simcoe

**Area of Expertise:** Design

**Profession/Affiliations:** General Motors Senior Vice President of Global Design

**Fun Fact:** Collects classic motorbikes and vintage cars

## Larry Smith

**Area of Expertise:** Postwar European sports cars, custom coachwork

**Profession/Affiliations:** Former collision-shop owner, FCA, CCCA, Gullwing Group, Graham Club

**Fun Fact:** Car that ignited my passion was a 1957 Triumph TR3





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## Vicki Smith

**Area of Expertise:** Motorcycles

**Profession/Affiliations:** IMSA series driver (retired) Motogiro d'Italia Hall of Fame, Ducati historian, photographer and journalist

**Fun Fact:** I've ridden more miles on a 1950s Ducati in Italy racing events than I have in FL where I was born and still live

## Alexander Soultanis

**Area of Expertise:** Early Porsche, KdF-Wagen, prewar American and European CCCA cars

**Profession/Affiliations:** Former Sign Painter/ Automotive Radio Show Host. Concours and AACA Judge, Car Club & Event Promoter

**Fun Fact:** I tracked down and found the two original doors for my 1944 VW Beetle Prototype in Krakow, Poland, bought them, restored them and they are now back on the car

## Jonathan A. Stein

**Area of Expertise:** Pre- and post-war European and British Sports Cars, European classics, European coachbuilders. Also unrestored and preservation cars.

**Profession/Affiliations:** Auto historian, writer, editor, consultant. AACA, CCCA, North American MGA Register, MG Car Club, Society of Automotive Historians, International Motor Press Association.

**Fun Fact:** The first time I ever put up an MGB "stow away" convertible top was in a driving rain on a first date

## Matt Stone

**Area of Expertise:** Postwar sports and GT, racing, customs

**Profession/Affiliations:** Motor Press Guild, Los Angeles

## Lyn St. James

**Area of Expertise:** Racing

**Profession/Affiliations:** Race car driver, women in motorsports North America

**Fun Fact:** Not funny enough to mention

## Jim Stranberg

**Area of Expertise:** Prewar European, Bugatti

## Judy Stropus

**Area of Expertise:** Wacky cars, small cars, race cars, Italian cars

**Profession/Affiliations:** Motorsports/ automotive publicist/consultant, racing driver, 2021 Motorsports Hall of Fame of America inductee

**Fun Fact:** Greenwich Concours Grand Marshal in 2022

## Tim Suddard

**Area of Expertise:** 50s-60s sports and race cars

**Profession/Affiliations:** Co-owner *Classic Motorsports* magazine

**Fun Fact:** I have personally restored over 50 cars

## Susan Tatios

**Area of Expertise:** Jaguar XKs; Porsche 356s; BMW 507s and 328s.

**Profession/Affiliations:** Manage an automotive restoration and service shop

**Fun Fact:** I participated in the Mille Miglia in a BMW 507

## Richard Taylor

**Profession/Affiliations:** Writer, racer, restoration shop owner, FIA International Racing License, colonel in Commemorative Air Force, PCA, Concours Judge: Amelia, Greenwich, Lime Rock, Misselwood, Pebble Beach

## Paul Teutul

**Area of Expertise:** Motorcycles

**Profession/Affiliations:** Custom motorcycle builder and antique enthusiast

**Fun Fact:** Although I am known for building one-off, completely ground-up customs, I prefer to collect only original and unrestored antique vehicles and motorcycles.

## Michael Tillson

**Area of Expertise:** Race cars, American and European prewar classics

**Profession/Affiliations:** Collector-car sales and appraisal.

**Fun Fact:** Former race car driver in World Endurance Championship races.

## Rubén Verdés

**Area of Expertise:** Rolls-Royce and Bentley, Prewar Classics, Imperial

**Profession/Affiliations:** Editor: *The Classic Car & CCCA Bulletin*; Editor: *SAH Journal*, Society of Automotive Historians; Publisher: *Marque2Market* magazine (and Professional Pantologist)

**Fun Fact:** Past president of the Rolls-Royce Owners' Club

## Magnus Walker

**Area of Expertise:** Porsche

**Profession/Affiliations:** Outlaw

## Trish Ward

**Area of Expertise:** Celebrity makeup artist/hair & wardrobe stylist for film

**Profession/Affiliations:** I specialize in the authenticity of historic fashion looks and culture for film/theater. Through my work, I strive to visually tell a story from history

**Fun Fact:** I'm married to a pretty cool car guy...

## Kip Wasenko

**Area of Expertise:** Design: Italian, American, Ferrari, French

**Profession/Affiliations:** Automotive designer at GM for 40 years, retired; judged concours d'elegance for 30-plus years

**Fun Fact:** Race-car driver for the last 31 years



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# 2023 WINNERS

## **The Ritz-Carlton, Amelia Island, Best in Show, Concours d'Elegance**



**1935 Voisin Aerodyne**  
Pre-War French  
Coachwork  
Merle and Peter Mullin

---

## **The Ritz-Carlton, Amelia Island, Best in Show, Concours de Sport**



**1964 Ferrari 250 LM**  
Le Mans Winners  
Indianapolis Motor  
Speedway Museum

Photos by Deremer Studios/Matt Tierney/Josh Sweeney



# 2023 BEST IN CLASS

## Best in Class

American Classics 1920-1930



**1928 Rolls Royce Phantom I**

Stephen F. Brauer

## Best in Class

American Classics 1931-1932



**1933 Chrysler CL Imperial**

Laura and Jack Boyd Smith, Jr.

## Best in Class

American Classics 1934-1948

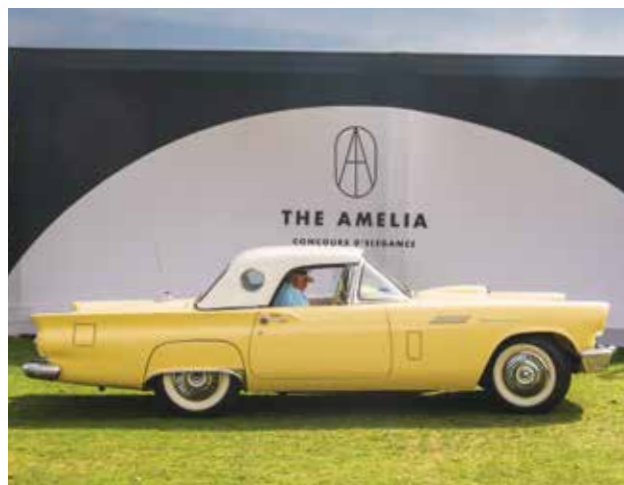


**1935 Auburn Speedster**

Steven and Cathleen Butler

## Best in Class

American Limited Production



**1957 Ford Thunderbird**

Mr. and Mrs. John Keesee



### **Best in Class**

Board Track Motorcycles



**1909 Reading Standard Racer**

Matt Walksler - Wheels Through Time Museum

### **Best in Class**

Board Track Racing Cars



**1924 Miller 122/91**

Miles Collier Collections at Revs Institute

### **Best in Class**

Cars of Jeff Gordon



**2005 Chevrolet Monte Carlo NASCAR Race Car**

The Hendrick Collection

### **Best in Class**

Denzel



**1960 Denzel Serien Super**

Jim and Brenda Perrin



# 2023 BEST IN CLASS



## **Best in Class** Duesenberg



**1936 Duesenberg SJN**  
The Bob Bahre Collection

## **Best in Class** Ferrari GT Berlinettas



**1961 Ferrari 400 Superamerica**  
Cogan Collection

## **Best in Class** Ferrari Supercars



**2003 Ferrari Enzo**  
Jeffrey M. Grossman

## **Best in Class** Fiberglass Dreams



**1957 Bangert Teverbaugh-Kirkland Bonneville Special**  
Petersen Automotive Museum





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// 1966 Jaguar XKE Series I Roadster

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**SAT - SUN:** ON THE GREEN

# 2023 BEST IN CLASS

## Best in Class

Historic 50s Customs



**1951 Mercury Hirohata**

Beau Boeckmann, President, Galpin Motors

## Best in Class

Horseless Carriage



**1914 Simplex 50**

David and Patricia Peeler

## Best in Class

Lamborghini Supercars



**1967 Lamborghini Miura**

Dr. Hassan Moghadam

## Best in Class

Le Mans Corvettes



**1960 Chevrolet Corvette**

Irwin Kroiz



### **Best in Class**

Le Mans Winners

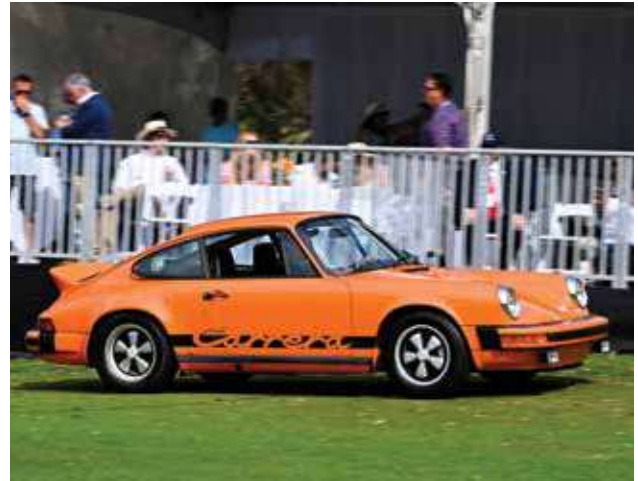


**1953 Jaguar C-Type**

Time to Drive Holdings, LLC

### **Best in Class**

Porsche 2.7 Carrera



**1974 Porsche 911 Carrera 2.7**

Harris Snodgrass

### **Best in Class**

Porsche 959



**1988 Porsche 959**

Bret Richheimer

### **Best in Class**

Porsche Fiberglass Racing Spyders



**1969 Porsche 908/02 LH Flunder Spyder**

The JSL Motorsports Collection



## 2023 BEST IN CLASS

### Best in Class

Pre-war European Custom  
Coachwork



**1938 Lancia Astura**  
Garrett Hayim

### Best in Class

Race Cars 1946-1955



**1953 Fiat 8V**  
The Cultivated Collector

### Best in Class

Race Cars 1956-1965



**1956 Arnott Sports 1100 Climax**  
Leah and Rob Adams

### Best in Class

Race Cars 1956-1965



**1970 Datsun 240Z**  
Randy Jaffe



**Best in Class**  
Race Cars Pre-war



**1928 Alvis 12/50 FWD TT- Le Mans Alvis Works Team Car WK5492**  
Richard D. Lisman

**Best in Class**  
Rolls-Royce Silver Ghost



**1925 Rolls-Royce Silver Ghost Oxford Touring Car**  
Harry and Heather Clark

**Best in Class**  
Sports and GT Cars 1946-1950



**1950 Ferrari 195 Inter**  
Roger and Sally Demler

**Best in Class**  
Sports and GT Cars 1951-1959



**1953 Delahaye 135MS**  
Anthony Collé



# 2023 BEST IN CLASS



## Best in Class

Sports and GT Cars 1960-1972



**1965 Ferrari 275 GTS**

Stéphane Sertang

## Best in Class

Sports and GT Cars Pre-war



**1936 Jaguar SS 100**

North Collection

## Best in Class

Supercars Limited Production



**1996 Bugatti EB110**

Alegria Collection

## Best in Class

VW Transporters

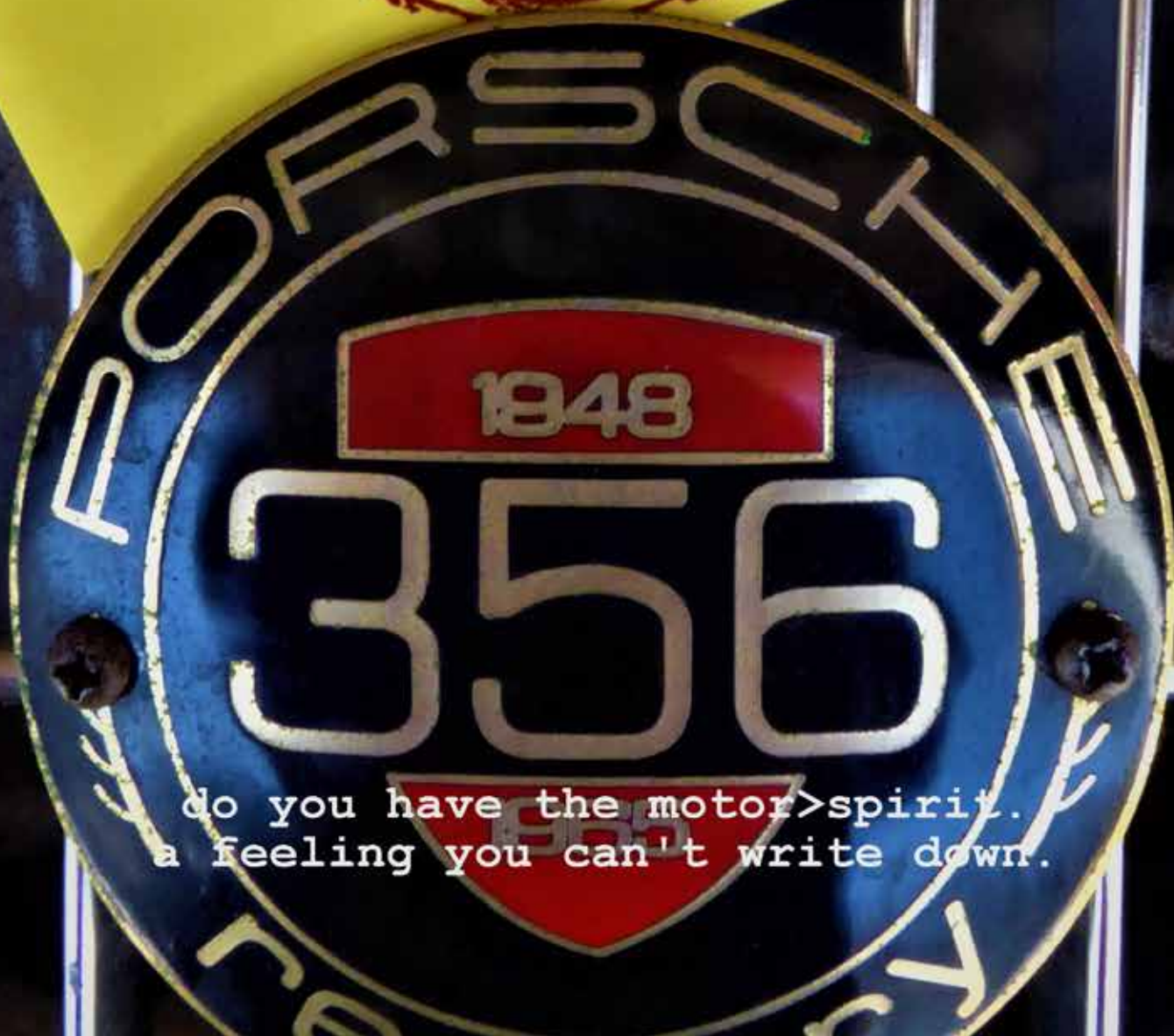


**1951 Volkswagen Deluxe 15 Window  
Transporter**

Joe Mond



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# 2023 SPECIALTY AWARDS

## Hagerty Drivers Foundation Automotive Heritage Award



**1912 Crane Model 3**  
Seal Cove Auto Museum

## Hagerty Drivers Foundation/ FIVA Preservation Award



**1921 Hispano-Suiza H6B Tourer by Chevet**  
Chuck Reimel

---

## The Andial Trophy



**1969 Porsche 917 PA**  
Miles Collier Collections at Revs Institute

## The Best-Sounding Award



**1966 Ford GT MKII**  
G rard Lopez





## The BMW NA Trophy



**1951 Lancia Competition Aurelia B20-GT**  
Beau Strada e Corsa

## The Chairman's Choice Award



**1976 Porsche 911 Carrera 2.7 MFI Coupe**  
Kelly and Piedad Marsh

## The Chopard Watch Award



**1936 Pierce-Arrow 1602**  
Lehrman Collection

## The Claude Nolan Cadillac Award



**1930 Cadillac Series 452**  
The Singleton Collection



## 2023 SPECIALTY AWARDS

### **The Craftsman Phil Hill Restorers Award—Production**



**1929 Bentley 4.5 liter drop-head coupe body by Salmons and Sons**  
DeNean and Patti Stafford

### **The Craftsman Phil Hill Restorers Award—Sports/Race**



**1950 Alfa Romeo 6C 2500**  
Kim and Stephen Bruno

### **The David and Lisa Helmer Award**



**1956 Mercury Monterey**  
Tim McMann

### **The Ford Motor Company/ E.T. Bob Gregorie Trophy**



**1956 Continental Mark II**  
Bill and Barbara Parfet



## The Founders Award



**1954 Chevrolet Corvette Prototype S.O.2151**  
Billy Jay Espich

## The General Motors/ Dave Holls Award



**1930 Cadillac Series 452**  
Gallery 260 Limited

## The Gil Nickel/Far Niente Award



**1951 Ferrari 212 Export Touring Barchetta**  
Peter Klutt - Legendary Motorcar Collection

## The Grand Sport Trophy



**1966 Ferrari 275 GTB/2**  
David MacNeil

# 2023 SPECIALTY AWARDS



## The Indianapolis Motor Speedway/Tony Hulman Award



**1994 Chevrolet Lumina NASCAR Race Car**  
The Hendrick Collection

## The International Motor Sports Association Award



**1976 Chevrolet Corvette**  
Steve Goldin

## The Judge John North Award



**1933 Duesenberg Model J**  
Sharon and Richie Clyde

## The Peoples Choice Award

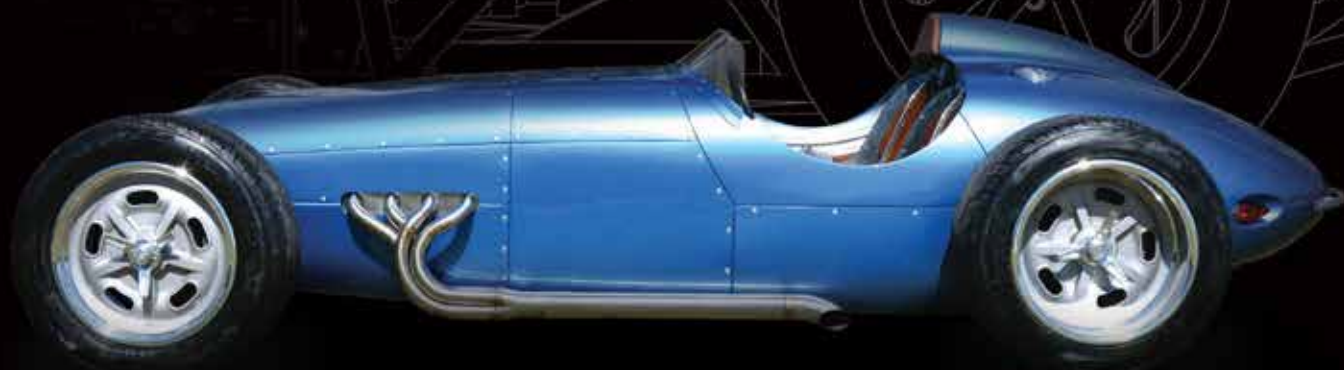


**1967 Ferrari 275 GTB/4**  
Larry Page



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# 2023 SPECIALTY AWARDS



## The Porsche Trophy



**1954 Porsche 356**  
David Jenkins

## The Sandra Alford Fashion Trophy



**1925 Rolls-Royce Silver Ghost**  
Janet and David Campbell

---

## The Spirit of the 1000 Miglia Award



**1953 Ferrari 250MM**  
Brian and Kimberly Ross



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THE AMELIA





## 2024 HONOREE

# RICK HENDRICK

**The Amelia welcomes Rick  
Hendrick as its 2024 honoree.**

Words by **Steven Cole Smith**

**R**ick Hendrick, the 2024 Amelia Concours d'Elegance honoree, has a car collection that now numbers more than 300 vehicles. But it had an unassuming start 60 years ago when Hendrick, now 74, was barely 14.

"I was going to a drag race in Virginia with my dad, and we pulled over into a service station to get gas. Sitting on the side of the building, painted in primer, was a '31 Chevrolet."

Hendrick, the Charlotte auto megadealer and NASCAR team owner, had never seen one. "So we approached the guy at the station about selling it, and he finally said he would for \$250." But Hendrick didn't have \$250.

Hendrick's father, "Papa Joe" Hendrick, had a small tobacco farm in Palmer Springs, Virginia, where Rick grew up. "My dad gave my brother and me a quarter-acre of tobacco for working during the summer, and that would always bring us \$250 or \$300, so I asked him if he would buy the car and let me pay him back. So we bought it and brought the car home.

"My grandad had a general store that was a converted schoolhouse, so it had a girls' bathroom and a boys' bathroom, and he wasn't using the girls'. So we cut a hole in the wall, took the stools out and put a 55-gallon drum in there for heat, and that's where my dad and I built that car. I ended up drag racing it." That was Hendrick's first experience with motorsports, and he was pretty good at it.

**At 74, Rick Hendrick, who runs a successful automotive dealership group and a premiere, four-car NASCAR Cup team, shows no signs of slowing down.**

Photos courtesy Hendrick Motorsports





## The most important car in Hendrick's collection is the first car he ever bought, a 1931 Chevrolet.

"The car stayed in the family all those years, but I hadn't seen it since I left home. On my 40th birthday, my dad drove it into City Chevrolet," Hendrick's first major Chevrolet dealership, located in Bennettsville, South Carolina, "with my wife and two kids in the rumble seat. He'd converted it back to a street car and surprised me with it. So that's the most important car in my collection."

The second most important car is a Corvette, which Hendrick lost, and then found again. "I had this love affair with Corvettes, but I never thought I'd be able to own one. I was going to school and I was working in a gas station and a friend of mine said, 'Hey, I've got a buddy who's going to college and he's got this 1963 Corvette that won't crank.' I went over to diagnose it and when I opened the hood, I saw water standing on top of the air cleaner.

"I took the top off the air cleaner and I saw a little bit of water in the carburetor's butterfly. We put a battery in it and I couldn't get it to turn over, so I said, 'I think it's locked up.' The guy asked me how much it would cost to fix it, and I told him I don't know—you'd have to rebuild the motor or put one in it.

"He said, 'Well, do you know anybody who might buy it?' I asked him how much he wanted for it, and he said \$1000. I got my mother to get me a 90-day note from the bank where she worked and I bought it."

They overhauled the carb, "but we still thought it was locked up. I pulled down on the crankshaft and it turned over. We put some gas in it and cranked it, but it had a knock. This was at night—when I turned the light off, I could see a spark down around the harmonic balancer. I shut the engine off, and I could see where the water-pump pulley was hitting the harmonic balancer.

"In true redneck fashion, I took a belt off it, cranked it again and held a file against it while it was running. And the motor ran pretty good. That was my first Corvette." Both the Corvette and the '31 Chevy are on display at Amelia.

Hendrick had to sell the Corvette to buy his first dealership—more about that in a moment—"but I started looking for it and I found it about 25 years ago. Pulled it apart, put a new chassis under it—it was a pretty amazing deal, to be able to find it."

Hendrick's all-time favorite car is the Corvette, and his



favorite Corvette is the 1967 model. “It’s the side pipes and the 427 motor, and the stinger hood. That was the model I remember seeing on a Chevrolet showroom floor, and I thought it was the prettiest car I’d ever seen.

“I started collecting them in 1977. I have every color they made in a big-block ’67 Corvette. Right now, if you include the newer ones, I have somewhere around 130, 135 Corvettes.” (It’s actually 147, nearly half of his collection.) “It represents a 40-year love affair with cars.”

He became especially interested in Corvettes with a “1” in the vehicle information number (VIN) years ago. “Jim Perkins, then the head of Chevrolet, got me the first serial number of a 1990 Corvette back when the first ZR1 came out.” Having the first car of specific models resonated with Hendrick, and he started seeking them out.

“I’ve got the very first 1955, the first ’56, the first ’57,

and we just found the first ’58. It’s in bad shape but we’re working on it now.” Later-model “1” Corvettes are sometimes featured at major car auctions with the proceeds going to charity, and Hendrick has bought several of them. “I also found the only Corvette ever raced in NASCAR. We found it in a basement—a guy was pulling cable for a cable company, and he called and said, ‘There’s a car under all these boxes.’ It was a 1954 model, and it raced at Bowman Gray Stadium, and we’ve got it almost back together. I have 8-mm video of it racing, plus a story in the local paper about it, and I’ve got a picture of the lady we bought it from, when she was 17—the car had the number 17X on it—and I’ve also got a picture of her sitting in it a year or two ago. She’s about 90 years old now.”

Hendrick’s collection started with the Corvettes, “and then it was Camaros—I went through a period when I



Above: Vintage Corvettes sit outside a replica of City Chevrolet in the Hendrick Heritage Center. Right: The 1963 Corvette that Hendrick bought for \$1000 when he was still in school. He has outfitted it to look like a 1967 model, his favorite.





**Hendrick isn't just a fan of Corvettes and Camaros—he's interested in any collectible Chevrolet. Here, several pose in front of a replica of the bank where his mother worked.**

was trying to get different Z/28 Camaros, and then would come the COPOs and then the ZL1 aluminum-motor cars, then it jumped over to the first 2010 Camaro that came out, serial number one, then the first convertible, then the first new Z/28, then the ZL1 and the 1LE.”

Back to the story about Hendrick having to sell that 1963 Corvette, and almost everything else he and wife Linda owned, to afford his first dealership. Before that, things were actually going quite well for Hendrick. At 23, he convinced Raleigh, North Carolina, super dealer Mike Leith to give him a job running Leith's import division. “Then I got recruited by General Motors and Chevrolet.” Hendrick wanted to own a dealership, and in true be-careful-what-you-wish-for fashion, Chevy said “Okay.”

The dealership GM had in mind was a failing store in Bennettsville, South Carolina, a tiny burg southeast of Charlotte. In the mid-1970s, Bennettsville's population was around 7900. “My wife and I had just built a new house. I was driving a BMW, she was driving a Mercedes. This store in Bennettsville was a nothing deal, but GM said if you want a bigger store, you got to start there.

“So we sold our new house, bought a \$28,000 house in Bennettsville, and sold everything else we had. That included our '63 Corvette. Went down there—they were

only selling 200 cars a year. There was no showroom.” Rent was a whopping \$1700 a month. “They had two mechanics, who didn't have tools. It was open, but it was out of business. That's where I had to start.” He became the youngest Chevrolet dealer in the country. Hendrick dove in headfirst, working day and night to turn Bennettsville around. Turn it around, he did—soon it was the most profitable Chevy store in the region.

“GM lived up to what they had told me. They said if you can turn this one around, we'll see you get a bigger opportunity. Eighteen months, three days, four hours and 46 seconds later, I got the call that City Chevrolet was available. Other opportunities started coming our way, and it just grew from there.”

He parlayed that little store in Bennettsville into Hendrick Automotive Group, the largest privately held dealer network in America, and the seventh-largest in the country. “We have about 11,000 employees, and we're selling about 200,000 cars a year. We're servicing about 2.5 million. From nothing, really. It's been good.”

Hendrick has had opportunities to sell out, and he could have taken his company public. “But that's not me. I want to take care of my people. You have to put people before profit. And I believe if you do that, you'll make

plenty of money. I don't want to have to deal with analysts, I don't want to have to attend board meetings. I like the private way, and I've grown to where I am today and I don't need to be any bigger. The car business and the racing deal both started the same way, just a handful of people. I don't really know how it happened. Good people, in the right place at the right time."

Ah, the racing deal. He owns Hendrick Motorsports, a four-car NASCAR Cup team with drivers Kyle Larson, William Byron, Alex Bowman, and Chase Elliott. Previous drivers include Jimmie Johnson, Dale Earnhardt, Jr., and Jeff Gordon, who now works for Hendrick as vice-chairman of the racing group. They've won 14 championships, including seven for Johnson and four for Gordon, and more total races than any other team.

But Hendrick Motorsports had a beginning that was every bit as modest and unlikely as Hendrick Automotive Group's was. It was 1982, and Hendrick was racing drag boats. Hendrick drove one, his brother drove another one, and world-record holder Jimmy Wright drove a third one, named *Nitro Fever*. That September, the team was racing at Lake Lou Yaeger, a 5.5-mile-long reservoir in Illinois.

Wright was clocked at 213 mph when something went wrong, and *Nitro Fever* crashed into the embankment. Wright was killed. He was 47. It put an end to Hendrick's drag boat racing. "After that, I went back one time and I just couldn't do it anymore."

Hendrick was always involved with auto racing, working on the crew for the legendary Flying 11 dirt modified driven by Ray Hendrick (no relation) when he was a teenager. In 1983, Hendrick had been helping out his friend Robert Gee, a dirt car racer who also owned a NASCAR Grand National series (now Xfinity series) race car, and who also happened to be Dale Earnhardt, Jr.'s grandfather. "I became partners with Robert, and in our first time out, Dale Earnhardt, Sr., won a 300-mile race in Charlotte in our car. I thought, 'Well, this is easy!'"

He'd learn soon enough that it wasn't.

Hendrick had been keeping his drag boats at the shop of Harry Hyde, a NASCAR crew chief. The next step of the journey was a genuine twist-of-fate moment. Max Muhleman, a journalist who went on to be a noted sports promoter, "had been working to find a sponsor for one of the boats. For some reason, NASCAR called him." C.K.



Hendrick Motorsports driver Jimmie Johnson celebrates one of his seven NASCAR Cup championships. In all, Hendrick's team has 14 NASCAR Cup Series championships and 18 NASCAR championships across the national series.





## Hendrick was the youngest Chevrolet dealer when he started. Today, he is a huge success.

Spurlock, who was singer Kenny Rogers' manager, was looking to get into NASCAR, and had cut a deal with Richard Petty to drive for them. They were looking for a partner.

"Max called me one day and asked, 'Hey, would you like to be partners with C.K. Spurlock and Kenny Rogers, and be part of a team that has Richard Petty driving?' I thought it was a trick question. Who wouldn't want to do that?" Hendrick had already been talking to Hyde about NASCAR, so it seemed like a logical step to have him involved with the team, which would be called All-Star Racing, recognizing the star status of Rogers and Petty.

On October 9, 1983, Hendrick and Hyde were in the garage at Charlotte Motor Speedway after the running of the Miller High Life 400 race. "Harry and I were waiting for Richard Petty. He was going to sign the contract to

drive for us." Petty won the race, but was caught in tech with a 382-cubic-inch engine (358 was the legal maximum). Still, he was allowed to keep the win, because that's how NASCAR rolled back then.

But when it came time to sign the contract, Petty backed out. "He wanted to keep the STP sponsorship with him in Level Cross," the North Carolina shop where Petty was based. "And when he did that, Spurlock said they didn't think they could go forward." That left All-Star Racing with no stars, and Hendrick and Hyde holding the bag. "There I was—no sponsor and no driver," Hendrick said, "but we had built a couple of cars and had five people working for us, so Harry and I hired Geoff Bodine to drive. We started a few races, wrecked a couple of times. We were going to quit." Hendrick couldn't continue to fund the team out of his pocket.

"Harry said, 'Well, let's go one more time, to Martinsville,

Jimmie Johnson's seven NASCAR Cup championships ties him with racing legends Richard Petty and Dale Earnhardt, making him one of the winningest drivers in history.



As an experiment for the 2023 24 Hours of Le Mans, Hendrick Motorsports, in conjunction with NASCAR, built a Cup-based car that turned out to be faster than many of the sports cars.

because Bodine is good there.” Hendrick didn’t even make the trip to the half-mile Virginia track for the Sovran Bank 500. “I had promised my wife we’d go to a church service in Greensboro.”

After the services, Hendrick found a pay phone to find out how All-Star Racing had done. “I called my mother and she said, ‘You didn’t hear? He blew up.’ And I said, ‘Well that’s that.’ I told Harry we were going to shut the doors after that race.”

Then his mother laughed. “Naw, he won!” Recalls Hendrick, “So we went to Bodine’s house and wrapped his yard in toilet paper!

“You know, thinking back, what it took to get into racing then, compared to now—we were working out of Harry’s shop, we were renting the equipment from Harry, I was renting the Chrysler transmissions and rear ends, running them in a Chevrolet. It was a shoestring operation, but we made it, and actually won three races that year, which is unheard of for a new team.”

They made a movie in 1990 based on the story: *Days of Thunder*, starring Hendrick’s friend Tom Cruise as fictional driver Cole Trickle. Randy Quaid played Hendrick (the character’s name was Tim Daland), and Robert Duvall played Hyde (Harry Hogge). It was no coincidence that Cole Trickle drove a car with City Chevrolet on the side. That movie car is part of Hendrick’s Amelia display.

After Martinsville, the sponsor problem was solved

when Northwestern Security Life Insurance stepped up. “It was a \$400,000 sponsor, which was like \$4 million today,” Hendrick said. “And before the end of the year, we got Levi Garrett. We won the last race of the season.” It was a trying time, obviously, but it was fun. Is it still as much fun as it was then? “No way. It’s too big, too much pressure, too much money... you have to have big sponsors. Back in that day, I would decide I’m going to drive a race, or Paul Newman, or Jim Fitzgerald, and we’d just pull another car out of the garage and go race. No, it was a lot more fun back then. It’s big business today.” Hendrick, as a driver, is credited with two NASCAR Cup starts, and one start each in the Xfinity and Craftsman Truck series. He’s also driven in the Mille Miglia in Italy.

“Big” and “less fun” sound like it could apply to selling cars, too. Is Hendrick ready for the future in retail, which everyone tells us is electric? “I’m a dinosaur, man, no! But we’ll sell what the people want. The customers will decide what cars are built. You can only force so much on them.”

He’ll revel in hydrocarbons this weekend at the Amelia Concours d’Elegance. Has he been here before? “I’m embarrassed to say I have not. Ray Evernham,” Jeff Gordon’s longtime crew chief, “has been after me to go year after year, but between racing and everything else, I’ve just never been. This’ll be my first trip.

“I’m looking forward to it. I’ve been a car junkie my entire life.” //





## A Tour of the Hendrick Heritage Center

**O**n October 24, 2004, a Beechcraft Super King Air 200 that was registered to Hendrick Motorsports crashed into Bull Mountain near Stuart, Virginia. It was on its way to the NASCAR race at Martinsville Speedway.

All 10 people on the plane were killed. They included team president John Hendrick, who was Rick Hendrick's brother, and John's twin daughters, Kimberly and Jennifer. Also killed were several Hendrick Motorsports employees, including general manager Jeff Turner and Randy Dorton, the chief engine builder and one of the five original employees hired for Hendrick's fledgling NASCAR team in 1984.

Also lost was Joseph Riddick Hendrick IV, known as Ricky. He was Rick Hendrick's 24-year-old son, and the heir apparent to his father's holdings. Ricky had raced and won in the NASCAR Craftsman Truck Series and

competed in the NASCAR Busch Series before retiring from racing two years earlier. He had started out driving karts, moving to the Legends Series when he was 15.

Rick Hendrick was devastated by the losses, unsure about whether he wanted to continue racing. An emotionally charged meeting with his employees convinced him to keep Hendrick Motorsports going, because Ricky and the others lost in the crash would want it that way.

Several years later, unbeknownst to Hendrick, some of his employees acquired Ricky's race car trailer. They restored it to the way it was when Ricky was competing, and they stocked it with photos and memorabilia from Ricky's racing career. They presented it to Hendrick—called Mr. H by most of his employees—as a surprise. It was months before Mr. H could go inside.

Now, Mr. H needed a place to put the trailer where he could visit it and feel closer to Ricky. "So I built this," Hendrick said.



“This” would be the Hendrick Heritage Center, a massive building that houses most of Hendrick’s massive car collection, located on the 140-acre site of his NASCAR team shops in Concord, North Carolina, almost in the shadow of Charlotte Motor Speedway. It was completed in May of 2010. It was not built for the public; it’s invitation only, and invites are hard to come by. It was built for Hendrick and his family as a way to remember not just Ricky—though that trailer is front and center—but to remember the good times, from Hendrick’s childhood back in Palmer Springs, Virginia, and up.

There’s a replica of the J.R. Hendrick General Store, where, in a spare room, Hendrick and his father built the 1931 Chevrolet hot rod that Hendrick bought when he was 14. It sits in front of the general store. Though the collection has many more expensive cars—including the very first 2023 Chevrolet Corvette ZR1 that Hendrick bought for \$3.6 million at a charity auction—to Hendrick, that 1931 Chevrolet is the most valuable car he owns.

In second place: The 1963 Corvette he bought when he was working at a gas station as a student. Hendrick had to sell it to finance his first dealership, but he found the car in Maryland in 2009, then bought it and restored it.

“Those are the two cars that Mr. H tells me, ‘If something happens to the building, get the ’31 Chevy out first, and the ’63 Corvette better be right behind it,’” said Dale Ledbetter, vice-president and general manager of Hendrick Performance. He was hired as the curator—a job he still has today—when the collection numbered fewer than 100 cars. The inventory now exceeds 300 vehicles.

Besides his grandfather’s general store, the Hendrick Heritage Center also features a replica of the Citgo station where Hendrick worked when he bought that ’63 Corvette, and where he met his future wife, Linda. There’s the Bank of Virginia, where his mother worked as a teller. There’s a display called the Person County Dragway, where Hendrick and his father raced. There’s a replica of the showroom for City Chevrolet, Hendrick’s first big dealership. And there’s Ricky’s Cycles, which reminds Hendrick of the Honda motorcycle dealership Ricky opened shortly before he died.

“Mr H is the most humble man I’ve ever seen in my life,” said Ledbetter. “He’s also the most competitive man I’ve ever met. It’s hard to put those two things together, but he does it well. To this day, he still comes in here and makes sure my bumpers are lined up just like a used-car lot. With all he has on his plate, for him to take time to do that just shows how important this place is to him.” //



Top: Rick Hendrick poses with his son, Ricky, in 2001. Above: Just a few of Hendrick’s Camaros lined up in front of Ricky’s Cycles, a recreation of Ricky’s Honda motorcycle dealership.





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THE AMELIA



# FERRARI 250 GT

**Maranello Comes of Age.**

Words by **Ken Gross**

**T**hink Ferrari, and you can almost *hear* a Ferrari...the high-pitched shriek of a powerful V-12, winding up through its gears on a twisty country road or downshifting in a series of exuberant high-revving whoops before screaming through a tight turn. That melodious exhaust note, the living concerto of TDFs, SWBs and GTOs, is the *essence* of Ferrari.





*Il Commendatore*, Enzo Anselmo Ferrari, the company's founder, once said he was seduced by "the song of a twelve." In truth, he may have been referring to a Packard, but no matter. Certainly, the Ferrari cars of *Il Commendatore*'s era, particularly the most exciting road models, were set apart by their exotic, multi-cylinder, overhead camshaft, Weber-carbureted engines.

Few marques had the audacity to try to copy them. The first Ferraris were primarily open two-seaters and

Ferrari's curvaceous 250 GT Berlinetta Lusso is arguably the most beautiful of the 250 GT Series closed cars. Its speedometer and tachometer are mounted in the center of the dash, and angled toward the driver. Just 350 were built.

closed coupes, called berlinettas. The term *berlinetta*, Italian for “little saloon,” appeared first in the 1930s and was adopted by Ferrari in the 1950s. It commonly refers to a two-seater sports coupe but could also be a 2+2. Other automakers used the term, but Ferrari arguably called more models *Berlinetta*, whether in the car’s name, as in 250 Short Wheelbase *Berlinetta* (SWB) or as a modifier: 250 GTO *Berlinetta*. In competition, street versions of speedy two-seater hardtops evolved as Ferrari’s cars became larger and faster.

Engine sizes and nomenclature for Ferrari road cars increased progressively from 166s to 212s, until late in 1953, and settled at the 250 model (3.0 liters) for the “smaller” cars. (Those three-digit numbers stood for a single cylinder’s displacement expressed in cubic centimeters: 250 ccs x 12 cylinders = 3000 ccs or 3 liters). The later, larger-engined Ferraris are not our focus here. Our subject is the classic 250 GT, the 3.0-liter tour de force which cemented Ferrari’s reputation for all time.

The Italian company’s unprecedented success stemmed from the determination, force and the creative will of

one extraordinary man, Enzo Ferrari. His strength, his endurance, his personal power—all the values he himself embodied—he put into his cars. Ferrari production cars, especially the racy berlinettas, exuded speed, class, and elegance. They were the cars driven by the glitterati, the splendid chariots of race drivers, of captains of industry, of royalty. There was, and still is, a mystique about them, and the people who created them.

Ironically, Enzo Ferrari at first considered production cars to be a necessary evil. His loyal, longtime associate, Luigi Chinetti, Sr., convinced him to build a limited production car to help finance the fledgling company’s ambitious racing program. Chinetti had to promise to underwrite the cars’ construction, pay for the cars initially, and be the agent to sell them. More than anyone else, Luigi Chinetti, Sr., was responsible for the success of Ferrari in North America, and indirectly, for the company’s worldwide expansion.

Those first Ferraris were expensive, limited-production, hand-built offerings. Custom coachwork was a regional specialty in northern Italy where fine craftsmanship in



Enzo Ferrari ran Alfa Romeo’s prewar Scuderia Ferrari racing team. In 1947, he began building competition and roadgoing cars. Under his leadership, Ferrari became an icon.

Getty Images



Writer Dean Batchelor said the 250 Europa GT was “fast, made beautiful noises, and had no performance equal on road or track.”



## The first Ferraris were expensive, limited-production hand-built offerings with custom coachwork.

metal dated back to medieval armorers. Ferrari's mechanical signature—the racy V-12 engine—was established early on. Carrozzeria Touring, along with Italy's finest coachbuilders—Bertone, Vignale, Boano, Stabilimenti Farina, Zagato, and Pinin Farina—vied to create the definitive Ferrari “look.”

Late in 1954, with the second 250 Europa GT, Ferrari road cars settled into the beginnings of what could loosely be called a production run, with handsome bodies by Vignale and Pinin Farina, and many specifications standardized. (The first cars, on longer 110-inch wheelbases, featured enormous hoods to cover their Lampredi long-block V-12s). Ferrari expert Dean Batchelor noted the 250 Europa GT “...set the stage and philosophy for Ferraris to follow: exciting, handsome, characteristic, and in reality, no better or worse than thousands of other cars. But they were fast, made beautiful noises, and had no performance equal on road or track.”

Riding on a revised and shorter, 102.3-inch wheelbase, the new Europa 250 GT featured an independent front suspension with unequal length A-arms and coil springs. The rear consisted of parallel semi-elliptic leaf springs and a live axle with parallel trailing arms. The 250's high-revving 3-liter SOHC V-12—usually topped with three Weber twin-choke carburetors, fired by twin distributors and dual coils, and backed by an all-synchromesh five-speed gearbox—ensured the Ferrari driver had plenty of power.

Soon, Ferrari offered an updated 250 GT cabriolet by Pinin Farina, along with berlinetta coupes with bodywork by Pinin Farina and Mario Boano, and later, Ezio Ellena. In this period, Ferrari began to shift attention away from the more exciting, but oftentimes bizarre styling clichés of Giovanni Michelotti (then designing for Vignale), to the sophisticated, uncluttered and understated elegance of the house of Farina.

The story of Enzo Ferrari and Battista “Pinin” Farina



(in 1959, the name was changed to Pininfarina) is indigenous to the Ferrari legend. Both were strong-willed, self-important men. Prior to establishing their partnership, a face-to-face meeting was necessary. Signor Farina declined to travel to Modena, and Ferrari did not want to journey to Turin. Characteristically, they met in the middle, and the partnership soon flourished.

By the late 1950s, racy-looking Grand Touring cars like the incomparable 250 Tour de France and 250 Short-Wheelbase Berlinetta, both designed by Pininfarina, were initially produced as fast roadburners with semi-streetable engines. Over time, they moved further away from road cars to full competition editions, clad with feather-light aluminum bodies, and culminating with the legendary 250 GTO, the ultimate berlinetta.

Open, roadgoing Ferraris were revived with the limited-production, beautiful Series I 250 GT cabriolets. Collectors' items today, just 28 exclusive examples were built. Each car was slightly different—the examples with covered headlights and tiny bumperettes are considered among the most beautiful open Ferraris ever. They evolved, from 1958 to 1960, into the handsome, long-wheelbase 250 GT Spyder Californias which were designed by Pinin Farina but built by Carrozzeria Scaglietti.

Initially of lesser interest and performance was the upright and somewhat staid 250 GT Pinin Farina coupe. Curiously, today, the once overlooked coupe has now risen considerably in value. After all, the soul of the Ferrari GTO is its 300-plus-horsepower, 3-liter V-12 engine, developed to its fullest, with high-lift camshafts and six dual-choke



Left: The long-wheelbase Ferrari 250 California was a lovely road rocket that was competitive on the track. Below: Ferrari's 250 GT PF Cabriolet Series II was built from 1959 to 1962.

Webers. And all the Ferrari 250s shared that basic powerplant, albeit in a varied state of tune.

Ferrari road-car volume in the late 1950s/early 1960s wasn't huge, but the tiny automaker offered remarkable variety. With its roll-up windows and wind vents, the Series II 250 GT cabriolet was more civilized than the short-wheelbase California Spyder. The racy-looking Spyders had been built at the request of West Coast distributor and prolific racer Johnny von Neumann, who insisted his clients wanted the performance of the lighter, quicker berlinettas, but in open-car form—just the opposite of Italian tastes. The 250 Spyders were offered at first in the long 102.3-inch (2600 mm) wheelbase—think of an open-topped Tour de France—and subsequently on the shorter 94.5-inch (2400 mm) wheelbase. The shorter wheelbase ostensibly made the Spyder more maneuverable. The new proportions were considered even more attractive than their predecessors.

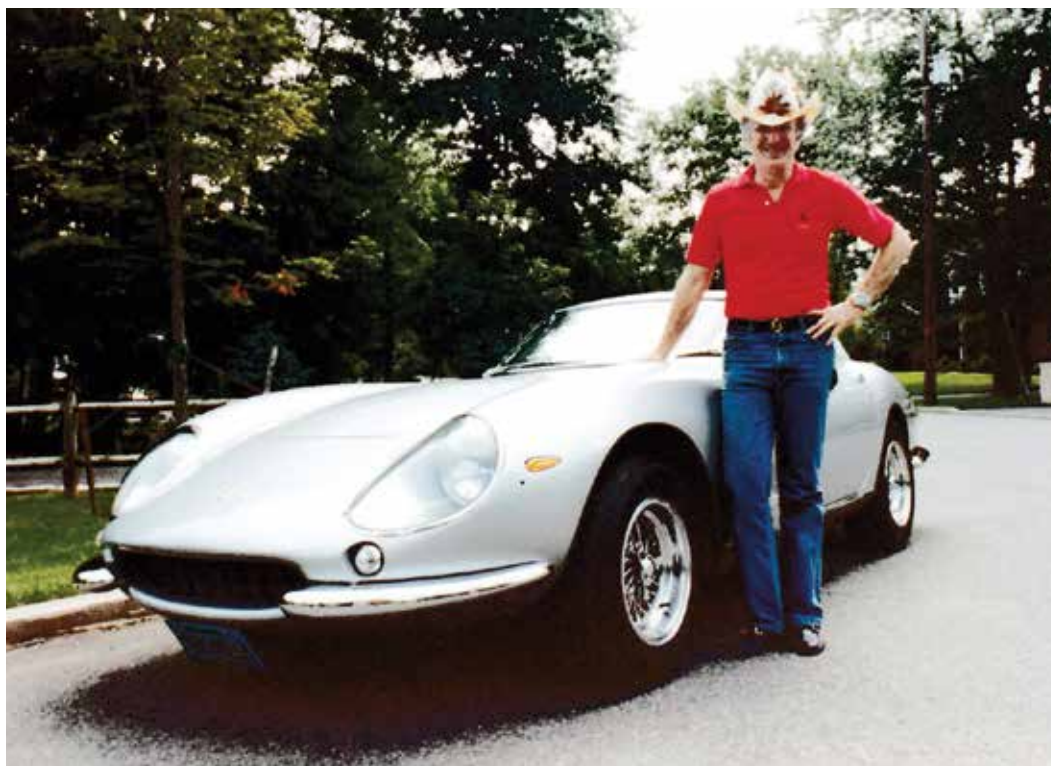
A number of wealthy and prestigious patrons commissioned custom-bodied 250s. A lovely coupe was built for the beautiful Princess Lilian de Rethy of Belgium, and there were several other custom-built, special-order variations. They are among the most coveted 250 Ferrari road cars today, and they rarely appear for sale.

Extending the 250 series toward a more practical execution, Ferrari surprised the motoring world with a true four-seater, the 250 GTE 2+2, built on a chassis with a



Peter Harholdt





Author Ken Gross says, "I sold everything in my garage and took out a second mortgage to buy my six-car-buretor Ferrari 275 GTB in 1981. Sensuous and sexy, nimble and very fast, it was a thrill to drive."

## A 250 GT Lusso became my personal inspiration to buy a Ferrari. I sold everything to buy a 275 GTB.

wheelbase of 2600 millimeters. First seen as high-speed transport for course marshalls at Le Mans in 1960, the 250 GTE became Ferrari's most successful single model. (Its production run ended with a few 4-liter versions called the 330 America).

But for a true Ferrarista, roadgoing 250 GT berlinettas remained in hot demand. The recipe remained constant—a long hood, a luxurious cabin for two lucky people, and a truncated tail. For those who wanted to combine luxury with fast touring capability, Ferrari and Pininfarina answered with the stunningly sensuous 250 GT Berlinetta Lusso. The sensuously lovely Lusso, with its curvaceous lines, central instrument binnacle, plush bucket seats, and low production volume—just 350 examples were built—is a very desirable car today. Steve McQueen owned one and it set an auction record when it sold a few years ago. Very few Lussos were raced—that was not Ferrari's intent with this stunning car.

A 250 GT Lusso became my personal inspiration to buy a Ferrari. I had driven my Morgan Plus 4 to a club meet in Virginia. A fellow in a red Lusso drove majestically

through the parking lot, turning heads. The Lusso's quad exhaust pipes burred with a throaty, powerful sound. The shape of the car was intoxicating. It was like Sophia Loren sashaying through a group of prosaic English schoolgirls at a garden party. My fondness for Morgans immediately evaporated. I sold that car (and everything else in my garage) and bought a 275 GTB.

Ferrari's 250 series ended with the launch of the 275 GTB and GTS. Now the engines were upgraded to 3.3 liters, with outputs approaching 300 horsepower, and they would soon evolve into a four-camshaft V-12 for the 275 GTB/4 and the elusive NART Spyder. The versatility of the 250 series was arguably never equaled. That's reflected by prices today and the fondness with which Ferraristi regard these special cars.

Enzo Ferrari died at the age of 90 in 1988. Active until the end, he was a rare commodity, a man who began his greatest efforts in mid-life, and remained long enough to see his creations achieve higher acclaim and racing success than those of any manufacturer, ever. Ferrari has become synonymous with the best of the indomitable Italian spirit. //

Photo courtesy Ken Gross

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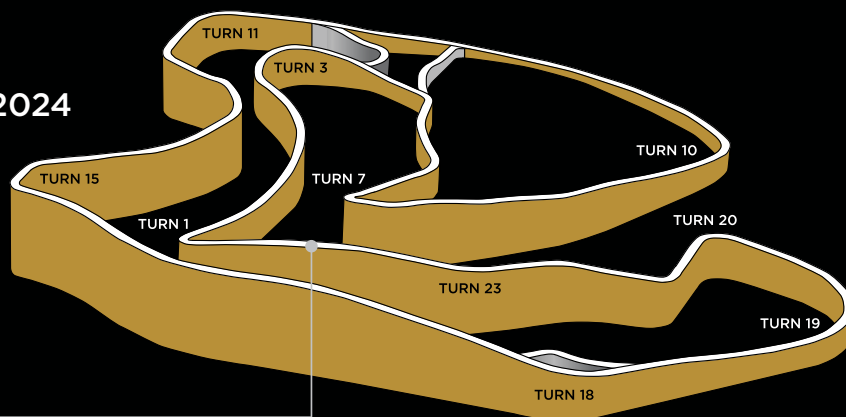


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# FERRARI 250 COMPETITION CARS

**Ferrari has always been about racing—right from the beginning.**

Words by **Ken Gross**

**W**hen his fledgling automobile company began in 1947, Enzo Ferrari wanted to build and compete internationally in his own open-wheel racing single-seaters and enclosed sports cars. But to develop competition cars from scratch was prohibitively expensive. Before World War II, Scuderia Ferrari, the Alfa Romeo racing arm managed by Enzo Ferrari, had support from fuel companies and other automotive industry sponsors. In the immediate postwar era, before racing sponsorship became consistent, Ferrari needed dependable funding from another source.

Ferrari's close associate, two-time Le Mans-winning driver Luigi Chinetti, Sr., suggested that Ferrari build a series of limited-production grand touring cars. Chinetti had been living in the United States since 1940. He knew the country and he believed that a few wealthy Americans could afford a high-priced, exotic GT car. There was nothing truly comparable available. Ferrari acquiesced somewhat reluctantly. He insisted that Chinetti underwrite the cost of the first GT cars, as well as market and sell them. Chinetti agreed and Ferrari North America was born.

The first Ferrari road cars were dual-purpose machines. Chinetti himself won the 1949 Le Mans 24 Hour Classic and the 24 Hours of Spa in a 2.0-liter 166 Ferrari

Luigi Chinetti's North American Racing Team Ferrari 250 LM, driven by Jochen Rindt, Masten Gregory, and Ed Hugus, beat the favored Ford GT40s for a Ferrari 1-2-3 finish at Le Mans in 1965.



Matt Tierney







**Luigi Musso hurtles his Ferrari 250 Testa Rossa in the 1958 Targa Florio. With Olivier Gendebien as co-driver, they won the race in Ferrari's speedy "Red Head" Spider.**

"Barchetta." A number of 166s—and subsequent 212 and 225 models—followed. A few of those exquisite roadsters were sold as street machines. The lithe and nimble tubular Ferrari chassis, with its impressive 12-cylinder engine, attracted Italy's finest coachbuilders: Pinin Farina (later Pininfarina), Allemano, Vignale, Ghia, Boano, and Carrozzeria Touring, to name a few.

By the early 1950s, Ferrari engine displacement took two directions. The company's smaller displacement engines, including the 250 series 3.0-liter cars, were the work of Giacomo Colombo. The big-block engines, called 340s, 375s, and 412s, replete with complex screw-in cylinder liners, were penned by Aurelio Lampredi. Phil Hill's elegant 250 MM Vignale roadster won the Pebble Beach Road Race in 1953. In that year and the year that followed, Ferrari's 250 MM Berlinettas, bodied by Pinin Farina, competed successfully in the grueling Mille Miglia and worldwide.

Ferrari again found open-car success with the lightweight, voluptuous (and very fast) 250TR (Testa Rossa), bodied by Carrozzeria Scaglietti. The Testa Rossa, named because its cam covers were finished in red (instead of

crackle-finish matte black), had a protruding nose and cutaway "pontoon" front fenders to help cool its drum brakes. The fenders weren't too effective but they were a stunning design feature and today, the cars are pricey collectors' items. The TR's high-output, 300-hp V-12 engines were fitted with six dual-choke Weber carburetors and topped with short velocity stacks.

Ferraris of the late 1940s and 1950s were built either as factory racing cars or road cars, which needed modifications to race. After the Le Mans tragedy of 1955, in which a Mercedes 300SLR killed 83 spectators and the driver, the Federation Internationale de l'Automobile (FIA) established new Grand Touring Classes for 1956. Ferrari's competition-oriented, long-wheelbase 250 Tour de France Berlinetta (TDF), with a lightweight aluminum body designed by Pinin Farina and built by Scaglietti in Modena, received odd chassis numbers (instead of the even numbers Ferrari used for competition cars). They received full FIA homologation, acknowledging that they were "production" road cars. Their basic mechanical specifications matched the roadgoing production 250GT Boano/Ellena coupes that were sold at the same time.



In contrast, the TDFs (named for their multiple successes in the French multi-day roadgoing classic) built from 1956 to 1959 had ultra-light aluminum bodies, plexiglass windows, minimal internal trim and soundproofing, lift-off hoods (often fitted with airbox scoops), and highly tuned engines. Handsome though it was, the spirited, bare-bones Tour de France wasn't easy to drive on the road. Variants included bodies with 14-louver sail panels and vestigial tailfins. A rare few were bodied by Carrozzeria Vignale. Toward the end of the run, a few "Interim Berlinetta" LWBs were built, previewing the 250 GT short-wheelbase body style.

The TDF was officially succeeded by the 250 Short-Wheelbase Berlinetta (SWB). First shown at Paris in 1959 and discontinued in 1962, the SWB was Ferrari's last true road/race car: a grand tourer that you could take to the track and actually compete in successfully. It could be a weekday commuter and a weekend racer, supreme

at Le Mans or Sebring, or at home on Fifth Avenue. The name derived from the fact that the SWB's wheelbase was reduced from the TDF's 2600 mm to 2400 mm (102.3 inches to 94.4 inches) for better maneuverability. Depending upon gearing, competition SWBs could dash from zero to 60 mph in just over six seconds and hit 150–155 mph. The TDF's aluminum brake drums, with cast-iron liners, were succeeded by the SWB's four-wheel disc brakes and wider tires.

The 250 SWB featured Ferrari's highly developed, Colombo-designed 3.0-liter V-12 with three Weber carburetors, linked to a four-speed, close-ratio gearbox. Although many SWBs were dual-purpose cars, some were developed strictly for racing. Street engines developed 240–250 horsepower; racing versions achieved 260–275 horsepower. Highly prized Model 168 Comp./61 versions, better known as SEFAC "hot rods," offered close to 300 horsepower, thanks to huge 46-mm Webers, hotter cams,

## **The 250 SWB was Ferrari's last true road/race car: a grand tourer that could successfully race on a track.**



Getty Images



and higher compression. Most 250 SWB bodies, available in steel or in steel with aluminum doors, hoods, and deck-lids, or completely in aluminum, were designed by Pininfarina and fabricated by Scaglietti, in Modena, Italy. A few custom SWB bodies were built by Pininfarina (the name was changed from Pinin Farina in 1959), Bertone, Drogo, and Neri e Bonaccini. They all had four-speed gearboxes. The 250 Series Ferraris that followed the SWB were either racing (like the 250 GTO) or road models (like the 250 Berlinetta Lusso—covered in the companion article on Ferrari 250 road cars in this program).

The 250 GTO, built from 1962 to 1964, is the most coveted Ferrari of all time. “GTO” stands for Gran Turismo Omologato, meaning it was homologated for public sale. In November 2023, a 250 GTO sold for \$51.7 million at auction. Examples are believed to have sold privately for as much as \$70 million. The only car that has ever sold for more money at auction is a Mercedes-Benz 300 SLR developed by factory engineer Rudolf Uhlenhaut.

Engineered by a team led by Giotto Bizzarrini and completed by Mauro Forghieri after Bizzarrini and others left Ferrari in the famous “Palace Revolt” of 1962, the 250 GTO was essentially built on a modified SWB chassis, but with a more aerodynamic body that was tested in the wind tunnel at Pisa University—a first for Ferrari—and later equipped with a prominent rear spoiler. It was powered by a 168/62 “SEFAC Hot Rod” specification

300-hp SOHC Colombo V-12 engine, with six dual-choke Weber 38DCN carburetors, a new five-speed gearbox, and Porsche-type synchromesh. The engine would rev to 8000 rpm, and it was equipped with a dry sump so it could be mounted lower in the tubular chassis. Although it’s ostensibly a road/race car, a GTO is devoid of any insulation or sound-deadening materials. It’s like piloting an Italian snare drum, with every sound amplified. You couldn’t simply buy a GTO back in the day, even if you had the \$18,000 purchase price. Enzo Ferrari himself had to approve the buyers—they had to be bona fide racers or racing teams—and in the U.S., they were vetted by Luigi Chinetti.

Just 36 250 GTOs were sold, in two body styles. In 1964, the factory built three Series II GTOs with redesigned bodywork and two earlier cars were rebodied. Three more of the 250 GTO chassis received 4.0-liter Superamerica engines, resulting in a total of 39 examples. From the outset, the 250 GTO proved it had the goods. Phil Hill, then F1 World Champion, and Olivier Gendebien finished second overall (to a Ferrari Testa Rossa) in the 1962 12 Hours of Sebring, despite having had to compete in the prototype class. Virtually unbeatable, the 250 GTO went on to win the FIA Manufacturer’s Championship for GT cars in 1962, 1963, and 1964, as well as winning the 1963 and 1964 Tour de France. Ferrari GTOs competed handily against the

## Ferrari’s leading road/racing berlinetta in the early 1960s was the incomparable 250 GTO.

The Long Wheel-base 250 Tour de France (TDF) Berlinetta preceded the 250 SWB, named after its many successes in the grueling Tour de France road race. The 1956 TDF was won by the Marquis de Portago and co-driver Edmund Nelson.



Peter Harholdt

The 250 GTO (Gran Turismo Omologato) was a world-beater in its day. Designed and built by Carrozzeria Scaglietti, GTOs were light, nimble, fast, and capable of beating cars with much larger engines.





**Luigi Chinetti's North American Racing Team 250 LM, driven by Masten Gregory and Jochen Rindt (Ed Hugus assisting), beat the newer Ferrari prototypes and won Le Mans in 1965.**

Aston Martin DB4 GT Zagato, the Jaguar E-type and the Shelby AC Cobra, despite the fact that these rivals had larger engines.

In November 1963, Ferrari debuted the 250 LM (for Le Mans). Always conservative, Enzo had resisted the notion of a mid-engined GT car, but times were changing. Although this redesigned model is referred to as a 250 LM, the engine is really a 275 (3.3 liters). Ferrari had persisted with the 250 nomenclature, hoping to certify the car for GT racing as a logical extension of the 250 GTO. That never happened, because the requisite 100 examples were never built. The 250 LM had to compete as a prototype until 1966, when it was approved as a Group 4 Sports Car.

Scuderia Ferrari had the last laugh in 1965, when Luigi Chinetti's North American Racing Team (NART) 250 LM, driven by Masten Gregory and Jochen Rindt, beat the newer Ferrari prototypes and all comers, and won the Le Mans 24 Hour Classic outright.

Subsequent front-engined Ferrari racers, including the competition 275 GTB/C version of the 275 GTB (3.3 liters) and the racing 365 GTB/4 Daytona (4.4 liters) were faster than the 250 GTO, and they won their share of races, but nothing has equalled the overall record and prestige of the legendary Ferrari 250 GTO, a fact that's acknowledged in the stratospheric prices that are paid today for these amazing cars. //





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# THE AMELIA







# BUGATTI TYPE 57

**The ultimate expression of the  
legendary marque from Molsheim.**

Words by **Julius Kruta**

**T**he global economic crisis of 1929 was not felt in France until 1931, due to the country's very protectionist economic policies. When the crisis finally did hit, it hit all the harder, and the country's luxury car manufacturers were especially affected. This led to a halving of Bugatti's sales from 1932 onwards, with work coming to an almost complete standstill in the winter of 1933–34. Under normal circumstances, this would have been the end of the Bugatti brand if Ettore Bugatti had not succeeded in obtaining a contract from the railroad companies in 1932 to build a railcar to his own design with petrol engines for fast long-distance travel.

Nevertheless, Bugatti needed to save costs in the automotive section of the company.

Hardly any new orders for cars came in during this period, and so the pressure from the banks to pay back credit lines was becoming enormous. Up to 1933, Bugatti still offered several different models, most produced in very small numbers, and by no means cost efficiently. As a result, the automobile program had to become much leaner, and production would have to become more efficient. It was an urgent necessity to reduce the variety of the types offered by Bugatti. The company was forced to develop a new model to replace all the existing models built at the time: Type 46, Type 49, Type 50, and Type 55.

The new model would have to be sporty, luxurious, and fast—and simply more modern.

The Bugatti factory in Molsheim managed to modernize and simplify the Bugatti automobile program with the Type 57, as the new model was called. The Type 57 would be the last new touring car for Bugatti until the outbreak

The Type 57 Atalante was the most sporting of all the Bugatti coachwork offered. It was also the rarest: only 34 Atalante bodies were built on the standard Type 57 chassis.

Deremer Studios





Jean Bugatti was the creator of Bugatti's most iconic designs. He was also the mastermind behind the Type 57 and took over the business from his father in 1936 at the age of 26.

of World War II. The development of the Type 57 was highly influenced by Ettore's only son, 25-year-old Jean. In spring 1932, Jean Bugatti had already begun, initially without his father's knowledge, to develop this touring car upon which the survival of the Bugatti brand would depend.

The new car featured a double-overhead cam, 3.3-liter inline-eight-cylinder engine and was meant to have an independent front-axle suspension—a revolution for Bugatti. A prototype was manufactured with a four-door sedan body and a slightly angled, V-shaped radiator. The car was tested for more than 155,000 miles, and the new development worked very well. The car was mainly tested by the racing department, where only three people were allowed to drive this prototype: Jean Bugatti himself, the

## It was unthinkable to Bugatti that his son actually dared to introduce innovations that had not been approved by him.

chief mechanic Robert Aumaitre, and the head of the racing department, Meo Costantini. Everything had to be kept quiet, as Jean knew that his father wouldn't be too happy if he found out that this new creation lacked the traditional Bugatti solid front axle.

The drawings for the new design are marked with Type 57A, but the car was generally known as "Crème de Menthe." The car was given this code name so that Jean Bugatti and his companions could talk about the car even when Ettore was present, so that he wouldn't know what exactly they were talking about.

When Ettore finally found out about this new development, he was very angry with his son, as he was of the opinion that his designs were quite perfect and did not need any changes. It was unthinkable to him that his son actually dared to introduce innovations that had not been approved by him. This made him furious: Ettore ordered the prototype to be destroyed.

Jean Bugatti continued the development of the new car under the designation Type 57B. The design was now more traditional and in line with Bugatti design elements. The car carried a classical horseshoe radiator and the typical Bugatti solid front axle. But even this development was not approved by Ettore; in his letters, he calls the new Type 57B a "Buick made in Molsheim." Nevertheless, the Type 57 was finished and became a great success.

Bugatti began to produce his double-overhead-cam eight-cylinder engine in larger quantities (large, at least by Bugatti standards.) The 3.3-liter engine's crankshaft spun in six plain bearings. The camshaft drive, contrary to the Type 50 and 51, was fitted at the rear end of the engine. Also, for the first time on a production Bugatti, the gearbox was bolted directly onto the engine. The wheelbase was 130 inches. The development process was completed

in late 1933, and the first cars were delivered to dealers from spring 1934 onwards. The Type 57 was officially presented at the Paris Auto Salon in October 1934. Finally, Bugatti could match the comfortable and powerful tourers offered by Delahaye, Delage, Mercedes, and Bentley, yet retain typical Bugatti trademarks.

The Type 57 could be ordered straight from the factory with different coachwork options to meet with the various demands of Bugatti's clients:

**The Stelvio:** a two-door, four-seat cabriolet.

**The Aravis:** a two-door, two-seat cabriolet, but with a side-facing additional child seat in the tail. (Both these versions were produced at Gangloff in Colmar). This style of coachwork was the only official factory style, and it was produced by either Gangloff in Colmar or Letourneur & Marchand in Paris. The designs of the two coachbuilders differed significantly, and only a handful of Type 57s were ever bodied by either. As a result, Aravis coachwork is fairly rare for the Type 57, although not as rare as Atlantic coachwork.

**The Galibier:** also called "Conduite Interieur," a four-door, four-seat sedan. The doors are in pillarless-sedan form on first-version chassis.

**The Ventoux:** also called "Coach," a two-door, four-seat coupe, with either one or two side windows, and available until 1938.

**The Atalante:** also called "Faux Cabriolet," a two-door, two-seat coupe, available until 1938. Also available in limited numbers with a soft rolling-roof top, then with the additional "T.O." for "toit ouvrant," French for "sunroof."

Obviously, just a chassis could be ordered and bodied by one's favourite coachbuilder.

Over the years, the Type 57 was further developed and existed in three different series. In its first chassis version from 1934 to 1936, the engine was bolted straight to the frame, adding to its structural stiffness. Five additional cross members added to its strength. These early cars have an exhaust manifold grouping towards the front of the engine.



Topical Press Agency/Getty Images

At the 1935 Paris Motor Show, Bugatti presented the Type 57 Aerolithe, an aerodynamic show car with a shortened and lowered chassis that anticipated the shape of the Type 57S.

In order to make the car quieter in the second version, as of 1936 the engine was mounted in a more flexible manner. The front mounting arms were fitted in silent blocks. The rear of the engine was resting in rubber bearings fixed to a cross member running along the entire rear face of the crankcase. By the third version in 1939, the cable-operated brakes finally were replaced by hydraulic brakes. Other differences also appeared with the crankcase, mainly because the introduction of superchargers for the 57C version required a supercharger-drive system to be housed within the crank.

The changes during production are externally visible:

In 1934, the design of the front fenders followed through to the rear with running boards, and the radiator mask was painted, not nickel plated. The dashboard had only one big, round central instrument or an oval-shaped,

metal-framed central instrument. The hood had vertical louvers, as was also found on the Type 55 and Type 49.

In 1935, the hood had three rows of small, vertical louvers; a running board was used only rarely, and the dashboard had two round instruments.

In 1936–37, the shape of the hood louvers was the same as in 1934 but were now crafted in three groups to stiffen the hood. The supercharged cars had four small, central instruments in addition to the two round instruments in the middle of the dashboard.

In 1937–38, we find again three rows of small louvers as on the 1935 cars, but this time they run parallel. Some Ventoux and Galibier Type 57s were delivered with a large glass roof. Most of the cars had headlights integrated into the front fenders.

In 1939, we find the horizontal louvers designed in two

## Today Bugatti Type 57s are some of the most highly coveted classic automobiles in the world.



The Stelvio was a two-door, four-seater convertible. Many of the convertibles were built at the coachbuilder Gangloff, about 25 miles away from the Bugatti headquarters.

Al Palocz/Getty Images





The Atalante coupe was built on the shortened chassis of the Type 57S. Just 17 examples were built. Today, they are some of the most desirable Bugatti models. This version features headlights integrated into the front fenders.





A Type 57S Atalante in a unique color split. Normally, the body would be black and the lower part of the door and the lower part of the hood would be a contrasting color.

groups of two. The headlights are always integrated into the front fenders. The instruments on the dashboard are no longer located centrally but are now placed on the left- and right-hand side of the steering column. Starting in 1939, the Atalante and the Ventoux body were no longer available on the Type 57 chassis.

From 1937, the standard Type 57 could also be ordered with a supercharger, designated with a “C” for “compressor,” French for “supercharger.” Not only did the 57C have a much higher top speed but the engine was also considerably more flexible. With a few exceptions, only the supercharged version was built from the end of 1938 until the outbreak of war in September 1939.

Despite the recession and the great wave of labor strikes that swept Europe in 1936, there was a wealthy class of buyers who continued to celebrate their beauty pageants for the ladies of society with their automobiles in the seaside resorts on the Atlantic, on the Mediterranean, and in Paris. It must have been here that Jean Bugatti saw the demand for the ultimate Bugatti sports car, the Type 57S. The Type 57S was the sports version of the standard Type 57, with a lowered chassis (the S

stands for “surbaissé,” meaning “lowered” in French) and a shorter wheelbase (117.3 inches versus 130.0 inches).

The most interesting feature of the 57S was that the rear axle passed through openings in the side members of the frame, compared with the Type 57, where the rear axle passes underneath the chassis. The 57S prototypes still used the Type 57 standard flat radiator, but for production, the different V-shaped radiator was introduced. This is the most obvious exterior detail to identify the Type 57S. Only 43 Type 57S chassis were built through 1938, of which 17 received the Atalante coachwork designed by Jean Bugatti and four were clothed with the breathtaking and famous Atlantic body also created by Jean Bugatti.

The performance of the T57S was superb in its time. In the late 1930s, this Bugatti super sports car had only one real competitor, the Alfa Romeo 8C 2900. Apart from these two models, there were no other roadgoing touring cars with a top speed exceeding 125 mph. Altogether, around 690 Type 57 chassis of all versions were built until 1939. Today, they remain the high point of the era in both design and engineering, and are some of the most coveted classics in the world. //



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THE AMELIA

# 100 YEARS OF BUGATTI GRAND PRIX CARS

**A short history of the Grand Prix Bugatti.**

Words by **Julius Kruta**



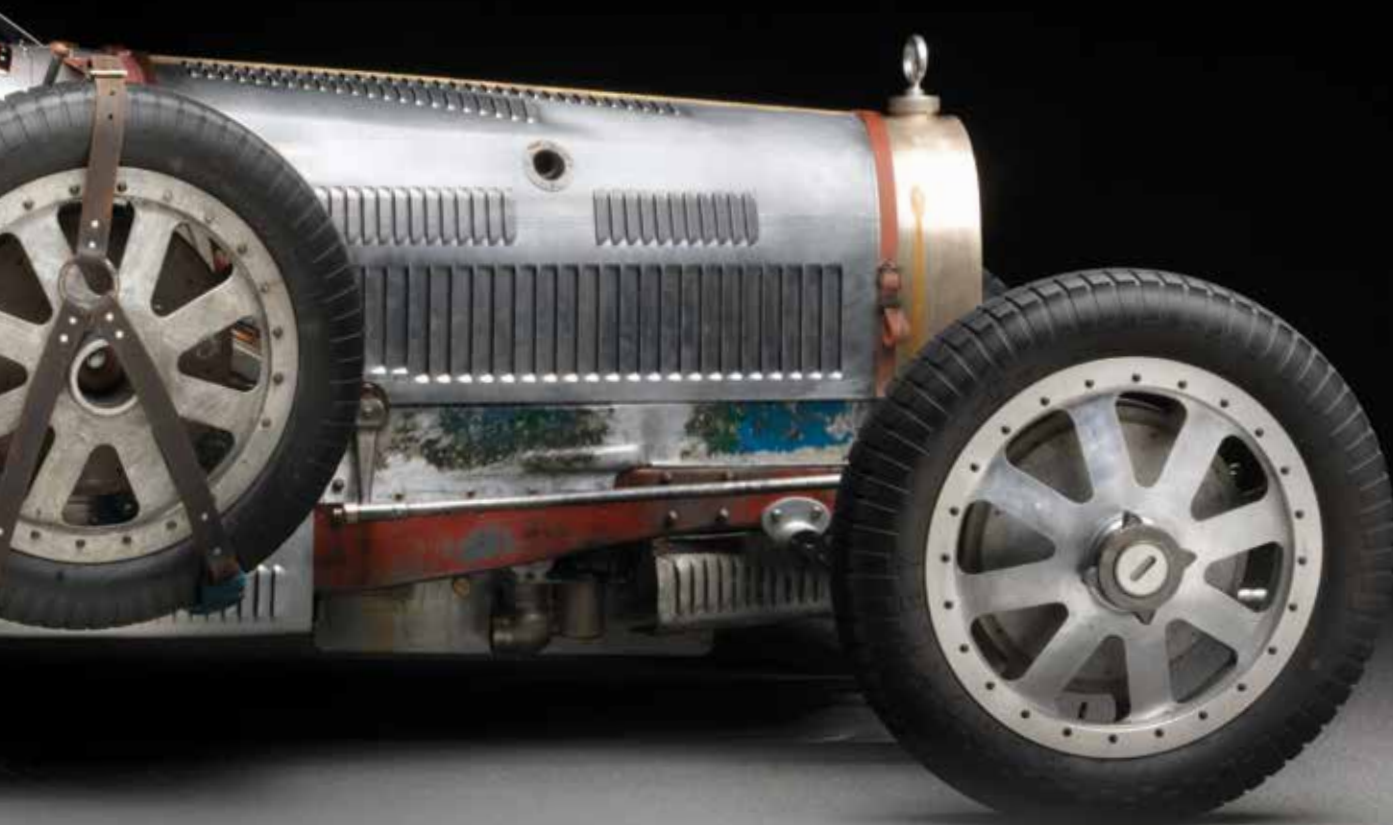
**W**hen people think of Bugatti today, they invariably think of the Type 35. This vehicle was Ettore Bugatti's masterpiece, and played a huge part in establishing his reputation as the world's finest automotive constructor.

The Type 35 Grand Prix Bugatti dominated its era, and over a period of 10 years, was as good as unbeatable in

all senses of the word. It was incredibly fast, and featured intelligent design details that were both aerodynamically effective and aesthetically pleasing. Driving the race car was nothing short of a delight, as the vehicle was incredibly responsive and offered a level of handling, reliability, and consistency that was practically unheard of among its competitors.

Its slim racing body was just wide enough in the middle to hold two individuals—though not if they were

Peter Harholdt



at all overweight. The car narrowed at the front into a free-standing radiator and tapered to a point at the rear. The front axle was revolutionary for its time and represented a masterpiece in metalworking. As with everything at Bugatti, it was based around the concept of lightweight construction, and was made from forged pipe that was hollow in the middle section and solid at the curved-up ends.

The wheels were equally revolutionary. They were cast entirely in aluminum at the company's own casting facility

**Ettore Bugatti believed that weight was the enemy. His masterpiece was a car of utter simplicity, with clean and pleasing lines. The eight-spoked wheels were made out of aluminum, a revolution for the era.**

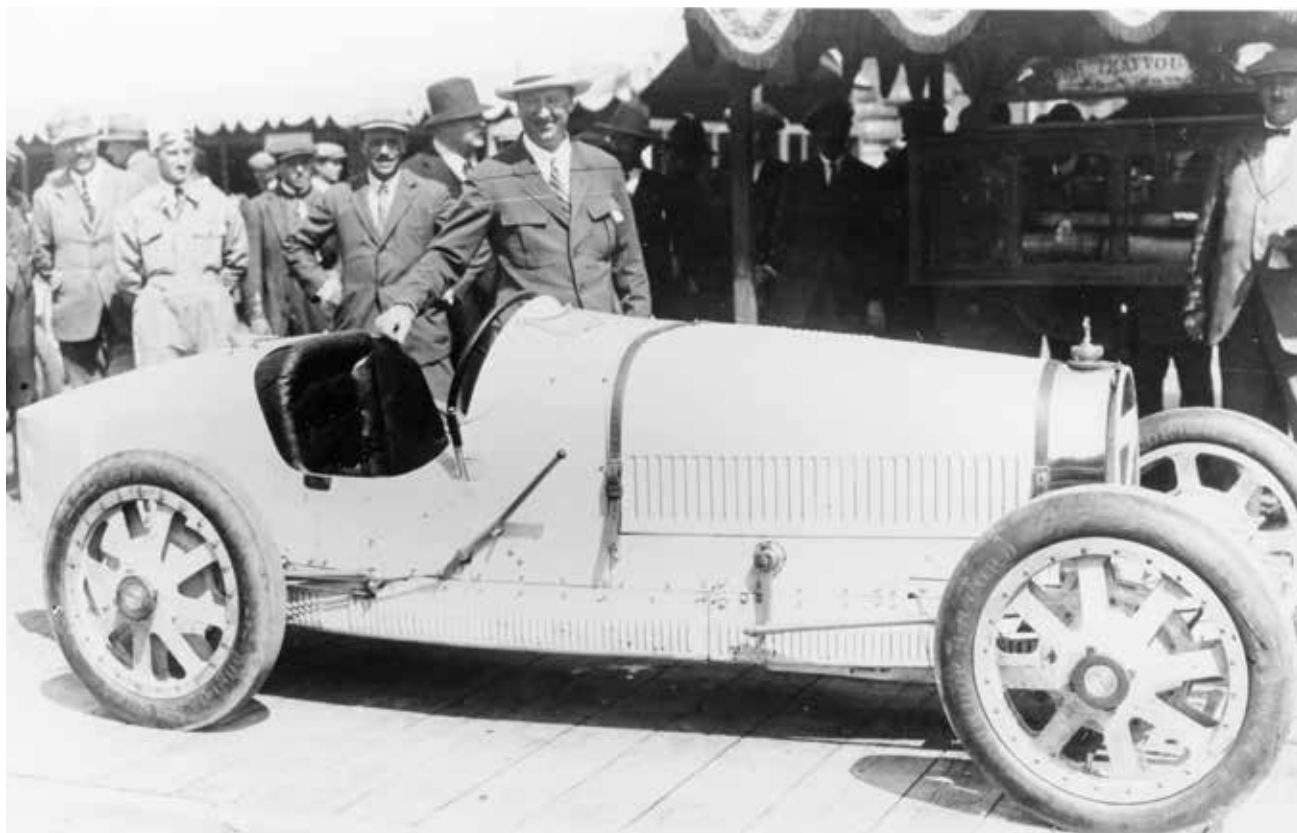
and were extremely light, with integrated rims and brake drums. After the central wheel nut had been removed, the wheel and brake could be taken off in seconds, allowing for new brake shoes to be fitted quickly and easily—a huge advantage on the racetrack. Just like the famous horseshoe-shaped grille, the aluminum wheel became one of the hallmarks of the brand, and Bugatti was the first ever company to offer aluminum wheels for automobiles.

The inline-eight-cylinder engine with three valves per cylinder—two inlet and one exhaust—has a bore of 60 mm and a stroke 88 mm for a 2.0-liter capacity and features two carburetors. The crankshaft runs in five bearings. Only this makes it possible to use roller-bearing big-ends that do not need to split and therefore are lighter and stronger. Originally the engine ran without a supercharger and was equipped with two Solex carburetors.

The Type 35's four-speed gearbox is bolted to two special cross-members of round section. The foot brake works over cables on all four wheels and has its own compensating device attached to the brake pedal. The supercharged cars had a Zenith 48K carburetor underneath the blower instead of the two Solex of the unblown cars, and these superchargers were driven by a geartrain from the front of the crankshaft.

The French-blue machine made its debut at the 1924 Grand Prix d'Europe in Lyon: Five cars were entered and were driven (rather than shipped) from Molsheim to Lyon. Ettore Bugatti himself was behind the wheel of the prototype. The other cars were driven by Meo Costantini, Pierre de Vizcaya, Ernest Friderich, Jean Chassagne, and Leonico Garnier. In the race, the cars worked well, but the tires disintegrated because of a production fault. As

## The Type 35 Grand Prix Bugatti dominated its era, as good as unbeatable in all senses of the word.



Ettore Bugatti poses at scrutineering for the 1924 French Grand Prix d'Europe in Lyon, which was the inaugural race for the Type 35. Bugatti cars placed seventh and eighth.

Getty Images





Here a Type 35B driven by Jock Leith leads a Riley Brooklands at Donington Park in Leicestershire, England, in 1935.

a result, the first outing for Bugatti showed only a small portion of the enormous potential of the Type 35. Bugatti finished in a very disappointing seventh and eighth place with Chassagne and Friderich, respectively. But in the San Sebastian Grand Prix in September 1924, the result was much better for Bugatti. After a six-hour race, Meo Costantini came second behind the Sunbeam of Henry Segrave. An encouraging result!

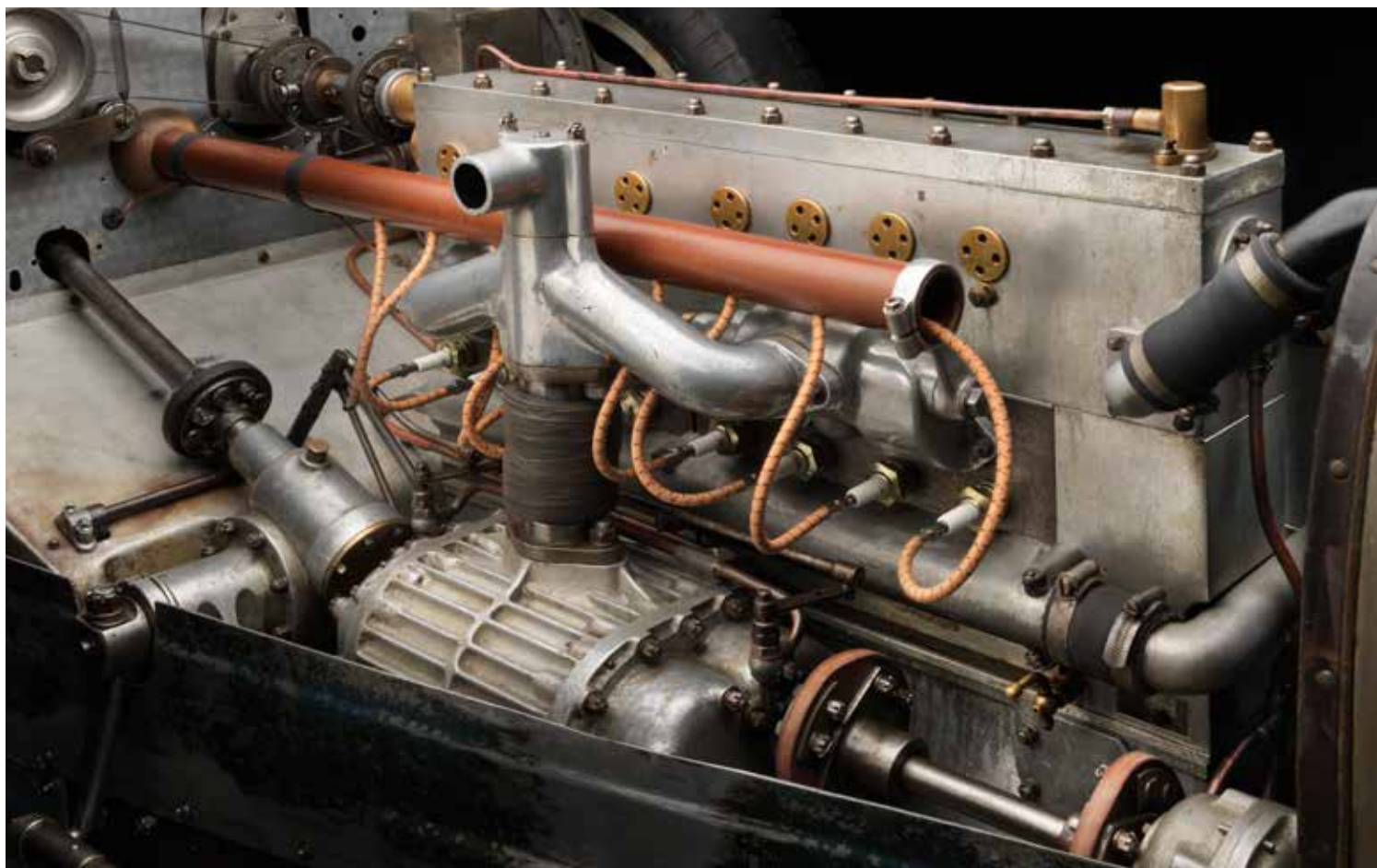
The first big success came at the beginning of the 1925 season, with the Type 35's first victory at the Grand Prix of Rome. In the same year, Bugatti also won the Targa Florio with Meo Costantini at the wheel. Bugatti was starting to dominate the era. Amongst many other victories, Bugatti

was to win the Targa Florio every single year up to 1930.

Let us have a look at the different versions of the Type 35 and how they compare:

For the 1926 Targa Florio, the Type 35T was introduced. The "T" stands for "Targa" and indicates the 0.3-liter increased capacity of the straight-eight-cylinder engine. The higher capacity was obtained through a new crankshaft, which gave a bore of 100 mm; the stroke was left unchanged. The Type 35T won the race it was built for: The 1926 Targa Florio, and so gave credit to its name.

The classification Type 35TC means "Targa Compresseur." This was the official works designation of the racing car, which was later simply called the Type 35B. The Type 35TC



## The Type 35 was the machine you had to have, regardless of what type of racing driver you were.

or 35B was the final evolution of this famous racing car. It was actually the 35T design with an added supercharger.

When this most powerful version of the Type 35 arrived on the market in 1927, it was nearly unbeatable in the “formula libre” years between 1928 and 1930. This was the machine you had to have whether you were a privateer or a professional racing driver in these years.

At the end of its career, the Type 35B was replaced by the factory with the Type 51 in 1931. This new design was nearly identical on the Type 35 and even the capacity of the engine stayed the same at 2.3 liters. But the car featured a new engine design with a double-overhead-camshaft layout, which increased the power output from 150 horsepower to about 185 horsepower.

But Ettore Bugatti really thought about everything, and in order to cater to different needs he even offered a

touring car, which looked like a Grand Prix car. This was the Type 35A. This car was a more affordable version of the basic 2.0-liter Type 35. It cost about two-thirds of the racing version. It was introduced in 1925 with the additional term “Course Imitation.” It became widely known as the “Tecla” after the brand name of the period known for very successful cultured pearls. The model looked exactly like the real thing, with the same body and chassis as on the GP car, but all the expensive non-visual performance ingredients were left out. The Type 35A in general shared the engine with the Type 38 touring car, which was to be introduced in 1926. The Type 38 differed from the race car by having only a three-ball-bearing crank and plain big ends, which limited the engine to a maximum of 4500 rpm. Wire wheels were standard, and the famous front axle was a solid type and not the expensive-to-manufacture and





Bugatti engines looked different. Not only were they technologically advanced, here with a three-valve head design and an overhead camshaft, but they were also beautiful to behold.

complicated hollow version. Some of the models left the factory with a complete touring kit consisting of lighting equipment, a proper windscreen, mudguards, number-plate holders, and an electric starter.

The successes of the Bugatti Type 35 and its unique place in automotive design history have never been repeated. But what was it that made Ettore Bugatti so different compared with other manufacturers? And what enabled Bugatti cars to achieve so many racing victories—almost 2000 in 10 years?

First, even in those days, the leading sports car manufacturers aimed to develop their profile through racing success. As a result, races were held almost every weekend throughout Europe, some of them large scale, others less important. In fact, holding Grands Prix became quite the fashion; in addition to the Monza Grand Prix, Italy also

hosted an equivalent in Rome. In the same way as today, teams spent the summer criss-crossing Europe to do battle at events such as the Targa Florio and Le Mans, and at Grands Prix such as the A.C.F (France) and Spa in Belgium. Other lesser-known meetings included the Grands Prix of Nice, Antibes, and Alsace, as well as much smaller races in local villages.

Secondly, unlike its competitors, Bugatti didn't just sell sports and touring cars to its customers, but also GP models. As a result, the Type 35 became a catalog model. Bugatti offered rich, gentleman racing drivers the opportunity to take part in racing with competitive machinery, cars that were similar to the cars used by the works team. Owners could race their machine on the weekend, and then on Monday, after mounting the fenders and lights, could drive it to the office. If the same concept existed



today, Ferrari would sell its Formula 1 cars directly to the private owners, who would compete in Formula 1 races before driving the same car home afterwards. It may sound unbelievable, but this is how things were done in the 1920s, and a number of races at the time simply wouldn't have taken place were it not for the number of private racers entering with their Bugattis.

This strategy benefited Bugatti twofold. The company was able to sell its vehicles at very high prices to ambitious, wealthy individuals, generating additional capital—something none of its competitors were able to do. In addition, when privately owned Bugattis won races, it helped build the Bugatti profile (and in turn sell more cars), without the company spending a single franc on marketing.

In total, more than 350 cars—and more than 600, if we include the four-cylinder versions—of the various Type

35 models were built. Many of these were destroyed in racing accidents, while others were regularly modified to stay competitive, to the extent that they were unrecognizable from the original designs. In short, they were built to race, and they were not spared the demands, stresses, or strains of the track. Following the Second World War, many were simply scrapped, since they were too slow and uncompetitive, as well as being too expensive and impractical for everyday use. Indeed, it would be several years before people realized the importance of preserving the model as a piece of European industrial heritage.

Unlike other racing cars of the 1920s, which were built purely for competition, the Type 35 featured Bugatti's proven touring technology and therefore continues to offer an exhilarating ride today. As a result, the vehicle has become a hugely treasured piece in the finest classic car collections around the world. //

Usually, the grand prix cars only had a spare wheel on the passenger side, mounted to the scuttle. This car carries two spare wheels and was unique to cars running the Targa Florio, which was run on unpaved roads.



Peter Harholdt

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# 50-PLUS YEARS OF PORSCHE OWNERSHIP

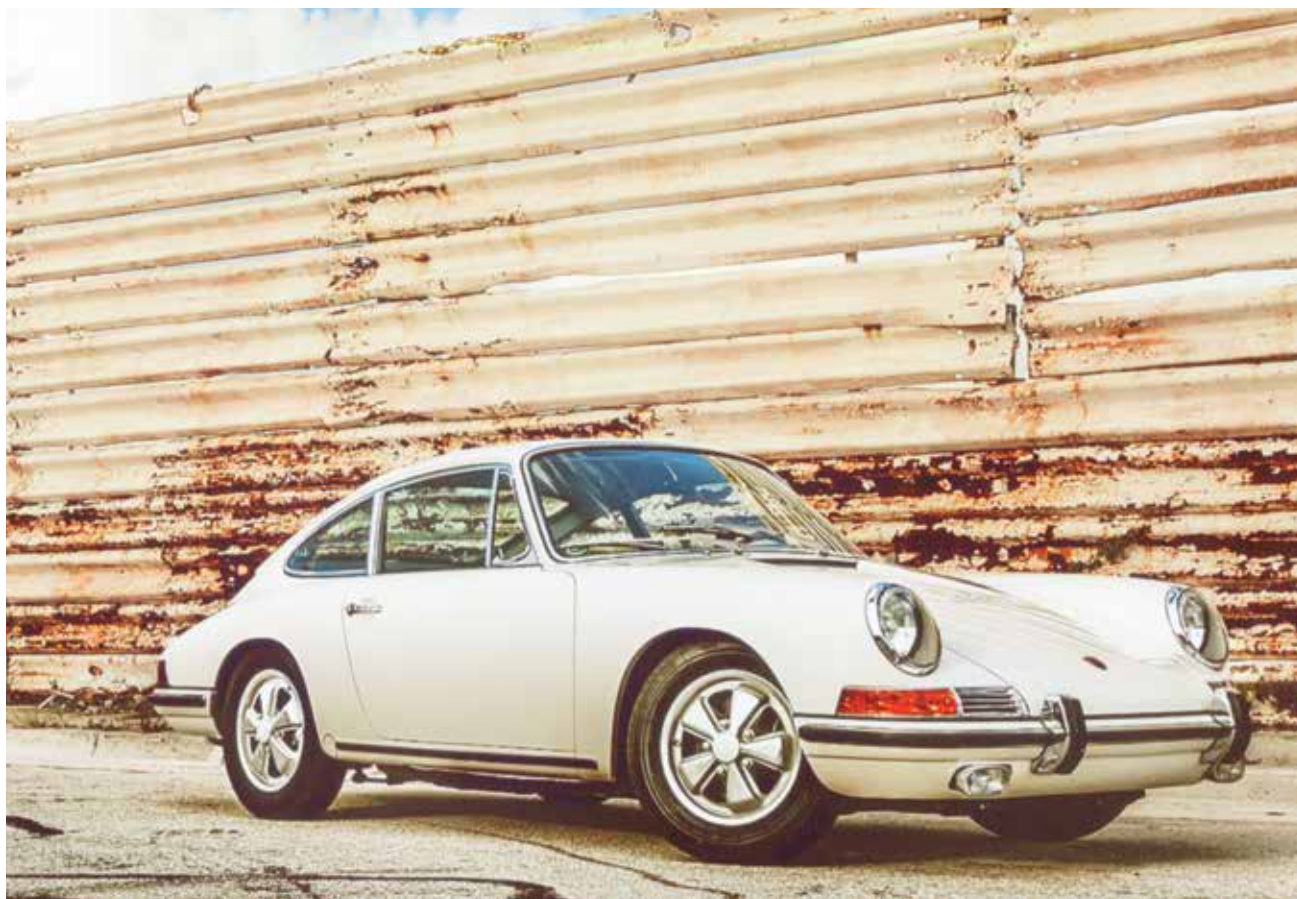
Words by **Kirk Seaman**

**E**very Porsche owner remembers the first Porsche they purchased, whether it was a new Porsche or one that had a previous owner. Some owners will continue to upgrade to newer models to experience and enjoy the increased power and handling enhancements offered in subsequent years. Still other owners have built great Porsche collections of rare

and significant models with racing pedigrees. Others will collect all variants of a special model that had continuous annual production.

Then there are some owners who were so enthralled by a special Porsche that they continue to own that car to this day, more than 50 years later. It is only appropriate that we honor some of those owners with a special “Fifty-Plus Years of Porsche Ownership” class at The Amelia in 2024.

Photo courtesy Phil Bagley



# PHIL BAGLEY

**1967 PORSCHE 911S**

**YEARS OWNED: 57**

I was an only child, but my father died when I was four. My mom remarried, and we moved to Florida in the winter of 1963. I became fast friends with my next-door neighbor, Tom Blash, and we are still friends today. His father was the sports-car type, not '55, '57 Chevrolets. Tom and I grew up with his dad having a Porsche. The car was a '59 356 coupe, light ivory with a red interior. Tom and I were allowed to use the car on occasion, and that turned into a '64 SC Coupe. That turned into a whole bevy of 911s. And in doing that, I got hooked.

What made my passion even stronger, the family always went to Sebring every March. I'd never even heard of Sebring. That trip was so overwhelming that I've never gotten over it, and I mean that sincerely. I would get secondhand copies of *Road & Track* or *Car and Driver* or *Motor Trend* from Mr. Blash after Tom had gone through them. I lived for those things.

As I got older, I got more involved. In town, there was

a very small, three-brand dealership; they had Porsche, BMW, and Volvo. I would hang out there as much as I could, and in 1966, they gave me a job. I was 17. The showroom was small and would hold four cars: there was always a Porsche, and there was always a BMW. Volvo came and went. But obviously, Porsche was the mainstay. One of our customers was a guy named Sweet Smith. He was a bit of a character, as you can imagine. He had a radio station, and he was a disc jockey. He had a 356 that he had gotten rid of, and he wanted a 911S.

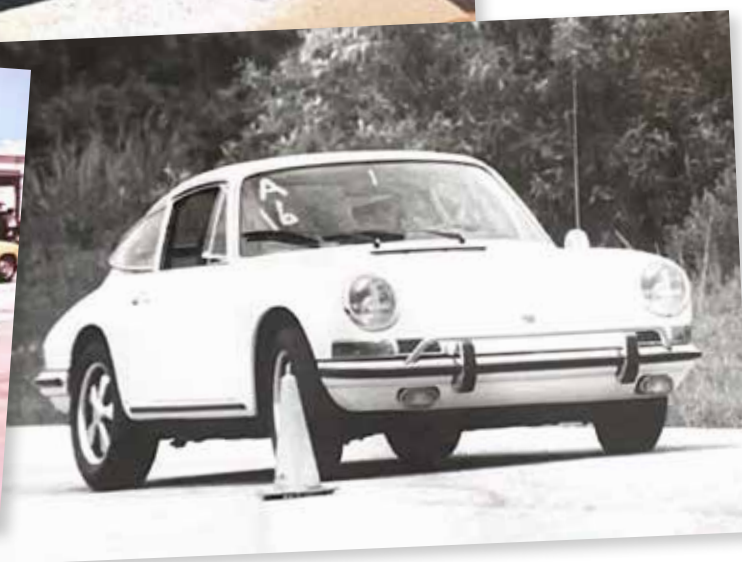
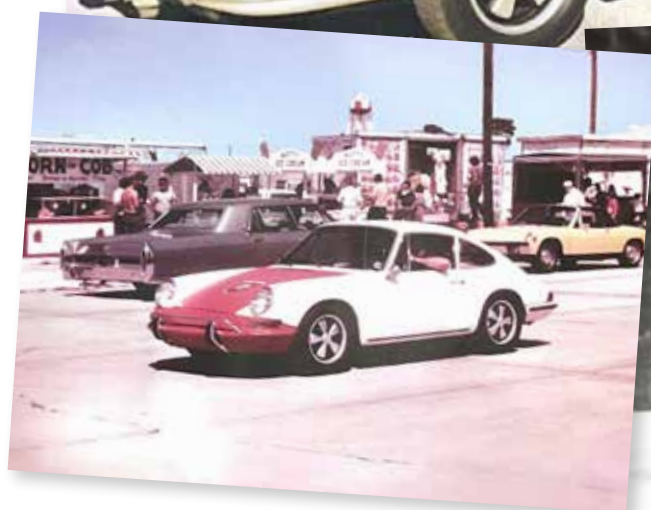
My first encounter with the car was when I had to clean off the cosmoline that was sprayed on the cars to protect them from salt water during shipment from Germany. Sweet didn't keep the car long, because the Targa was introduced and the new '69 car had the long wheelbase and a lot more creature comforts than the 911S. When Sweet traded in the 911S, I went to my boss, Gerhardt, and told him I wanted to buy the car. He gave me 24 hours

Photos courtesy Phil Bagley





Phil Bagley has owned this '67 911S since it was almost new. Whether auto-crossing or serving as a Christmas-tree hauler, the car has never let him down. He's put around 86,000 miles on the odometer in 57 years.



to come up with the money, so I went home that night and I started talking to my mom about the deal. She looked at me and she said, "Phil, what's wrong with a Camaro?" I said, "There's nothing wrong with a Camaro, Mom, but you know as well as I do that this is my love, this is my life." I went through the whole procedure, and she asked, "How much do you need?" I answered, "I need \$2500 to make it work." I had a '64 C coupe I was going to sell to put toward the 911. And she said, "So that means that you're paying somewhere around \$6000 for this car?" And I said, "Yes, ma'am." She replied, "Have you lost your mind?" I said, "Probably. But I really, really want it, Mom." I pulled out all the stops. So she said, "Okay. I'll do it. But here's what you got to do. You got to write a contract, and you're going to pay me weekly or monthly." And I said, "I'll do it." So we made up a contract that night, and I paid her \$20 a week until I paid it off.

The car is light ivory over a black vinyl interior. It was

available with two steering wheels, either wood or leather, and for some reason, Sweet Smith ordered both of them. The wood wheel came in a box with the car. It has a five-speed manual and a hundred-liter fuel tank. It also came with what Porsche referred to as a Sports kit II, which has a different exhaust and "tea trays" over the carbs to keep out water and road debris. The car's been painted one time. It had around 6000 miles when I bought it, and today it has around 92,000.

I tell everybody that it's the only thing I haven't screwed up in my life. I haven't cut the fenders off of it. I haven't put a big motor in it, I haven't changed the color. It's pure as driven snow. Every time I get in it, it feels like it's new. I've been so careful with the car. I knew what it was, and I knew my mother would've killed me if I'd have done anything ridiculous or stupid. I recall her telling me one day, pretty close to the end. She said, "Philip, don't you ever sell that car."



# GEORGE WORD

**1971 PORSCHE 911E TARGA**

**YEARS OWNED: 54**

This was not my first Porsche. My first 911 was a 1966 car, and then I had three or four 356s, and I had raced those cars back in the early Sixties. We took delivery of this car in October of 1970, as a tourist delivery. The car was actually built in August of 1970; it was titled as a '71. My wife and I drove it all over Europe for three weeks, then shipped it home and kept it.

The very first service was at Martini and Rossi in Salzburg. The car is equipped with running lights; I had those installed by Martini and Rossi because the lights were not that good back then. You could outrun your lights. We visited Germany, France, and Switzerland. We put around 3800 miles on the car.

This car was delivered with a Sportomatic transmission. My wife refused to drive anything with a standard shift, so that was a concession to her. I couldn't keep the torque converters in the car. They just kept blowing out. Finally, I gave up and said, "If this thing goes out again, it's going back in as a five-speed." So I converted the car over to a five-speed. I also converted the whole front end of the car to a 911S, with bigger brakes, too.



In 2011, we shipped the car to England to run the Scottish Malts Reliability Trials. Then two years later, we went back to England for the London to Lisbon Rally. This car is driven. It's got well over 100,000 miles on it. Kimberly, my youngest daughter, has instructed me that this is one car that we'll never sell, and she's going to inherit the car. She's going to keep it up. This car will not leave the family.



Photos courtesy George Word



# JACK COOKE

**1971 PORSCHE 911S**

**YEARS OWNED: 54**

I have always been a sports car fan and a sports car owner. I was coming back from an assignment in Africa, and I ordered a 1967 Corvette from the factory. When I got back to the states, I went to the factory and picked it up. It was red with a 427 and 435 horsepower. A year later, they put me on orders to Vietnam. I had to leave the car with my wife. I served my tour, and then I got assigned to Frankfurt, Germany. I came back home and picked up my wife and we shipped the Corvette over to Germany. We tried to compete with the Porsches, which didn't work. I broke valve springs. I bent push rods. Clutch went out at 12,000 miles, and it just goes on and on. So I decided to sell it.

Then we began our Porsche story. I had so many contacts with Porsches during that period. In Frankfurt, we had a Porsche dealer. I decided to go to the dealership and tell them we were interested in buying a Porsche. They came over to our government quarters on a Friday and dropped off a brand-new 1970 911S, and said, "Here, you drive this for the weekend. We'll come back on Monday and pick it up."

Did we drive it? We went all over the Black Forest in Bavaria, all over that area, and it just turned us on. So then when they came to pick up the car, we sat down in our kitchen in the quarters, and I outlined what I wanted for the Porsche. I said, "No sunroof, no air conditioning, no power steering, no power anything. I just want the raw power that comes with the car." And, of course, I went with the chrome package and the driving lights on the front. More important, I chose the limited-slip rear differential for driving in the mountains. I ordered the car in March 1970, and took delivery on September 3, 1970, and have had it ever since. It's the 16th American spec '71 911S, with Bahia-red paint and a black leatherette interior.

We went to the Nürburgring in that Porsche, and we packed a tent and went camping all over in it. We went to races and stuff like that because it was so much fun to drive, and we drove it up and down the Rhine River, around the castles and the vineyards. We put 13,000 miles on it in Germany over the course of a year and a half. Today, the car has 29,000 original miles. It's 100 percent just like we took delivery of it in 1970. //

Photo courtesy Jack Cooke



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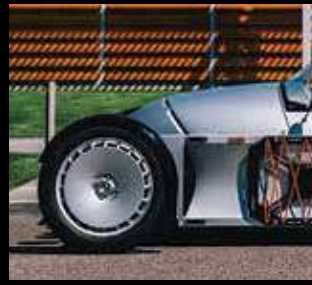


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## THE AMELIA



A Porsche 997 GT3 driven by Austrians Kris Rosenberger and Siegfried Schwarz during the OBM Wechselland Rallye at Pinggau, Austria, on May 4, 2019.



# PORSCHE 911 RALLY CARS

## Success in the Rally Realm

Words by **Prescott Kelly**

**R**allies are a small part of Porsche's competition history, but some of its most famous achievements were gained at those events, from Monte Carlo to Paris-Dakar, where Porsche won multiple times. Rally-car development also contributed technologies that Porsche has used in its production cars to this day.

### THE 356 GOES RALLYING FIRST

Through the 1960s, European rallies generated as much publicity as circuit racing. Porsche's first three "racing victory" posters in 1950–52 featured 14 results of which nine were rallies. From 1952 through 1965, Porsche 356s continued to notch both overall and class wins at rallies all over Europe. Starting in 1954, Porsche increasingly turned to circuit-racing successes to build its technology and its brand. Racing Spyders and Abarths in privateers' hands won occasional rallies, and the 904 won five notable rallies in 1964–65.

### CIRCUIT RACING PROWESS AND A WORLD CHAMPIONSHIP

Ferdinand Porsche's grandson, Ferdinand Piëch, took over the engineering and racing departments in 1965 and cemented Porsche's reputation as a race car manufacturer. In 1966, he made the change to tube-frame race cars carrying fiberglass bodies. He launched the 906, then, in chronological order, the 910, 907, 908, 909 (hill-climbs-only Spyder), and 917K/LH, 917-10, and 917-30. Engines moved from six cylinders, 2.0 liters and 210 horsepower

Markus Tobisch/Getty Images





## From 1967 through 1969, Porsche regularly won the FIA GT Touring Rally Class Championships.

to eight cylinders, 3.0 liters and 350 horsepower, to turbocharged 12-cylinders, 5.4 liters, and 1200-plus horsepower. Porsche made the leap from occasional overall wins to consistent FIA World Manufacturer Championships, winning its first one in 1969 with the 908s. David became Goliath.

### 911S GO RALLYING

When sports prototypes went to bigger-displacement engines, Porsche moved to 911s for rallying. Starting in 1965, 911s in many forms—911, 911R, 911T, 911L, 911S, 911T/R and 911S/T—ran in and won numerous rallies worldwide. The 911's first overall victories came in 1966 in the Österreichische and German rallies. And then it was on.

In the fall of 1966 with the introduction of the 911S, Porsche offered three performance kits, Rally Kit, Sport Kit I, and Sport Kit II, and undertook special-order upgrades as well. The first kit offered an interior roll bar, sway bars, racing brake pads, a left-foot dead pedal, air cleaner delete, and carburetor warming. Sports Kit I had

engine upgrades—flowed heads, bigger carb air and jets, and an oil-breather catch tank, adding eight horsepower. The Sport Kit II added a free-flow exhaust for an additional seven horsepower. The 911S engine went from 160 to 175 horsepower. Options included competition clutch, extra gear sets, limited-slip differential, Scheel sport seats, leather-wrapped smaller-diameter steering wheel, wider wheels, 100-liter gas tank, air horns, and no undercoating. For 1968 the kits were uprated and the 2.0-liter 911S made 180 horsepower.

In 1967–68 Porsche built a run of 20 911Rs, plus four street 911-based prototypes. The 911R adopted the 906 racing engine of 210-hp (twin-plug, high compression, high-revving) in a very light body (1810 pounds versus 2310 for a stock 911), largely constructed in fiberglass by Karl Baur, the manufacturer of the 904. It could run only as a “prototype” in road races and rallies as the small production run precluded FIA homologation. 911R #5 (now in Miles Collier's Revs Institute Museum) won the Tour de France and Tour de Corse in 1969 driven by Gerard Larousse.

Photos courtesy Porsche



## MONTE CARLO RALLY VICTORIES

Porsche won its class at the 1965 Monte Carlo Rally, the most prestigious event in Europe, with a 904 placing first and a 911 second. Then, from 1966 through 1970, Porsche 911s took first place overall. The factory issued a victory poster after each one. In the process Vic Elford and Björn Waldegård became revered names in Porsche's world. Fun tidbit: In 1971 Porsche entered a 914/6 that ran behind a Renault Alpine. The Renault team teased the Porsche crew that there would be no victory poster for 1971. So, Porsche printed a poster that congratulated Renault on its victory, while picturing the 914/6. Relatively few were printed.

From 1967 through 1969, Porsche regularly won the FIA GT Touring Rally Class Championships for cars under 2.5 liters. Then came a very strong 1970. Aside from first/second/fourth places at Monte Carlo, Porsche won its third straight Swedish Rally of the Midnight Sun with Waldegård, the Austrian Alpenfahrt, and finally first overall in the FIA Manufacturers' Rally World Championship.

## CARRERA RS AND FASCINATION WITH AFRICAN RALLIES

Porsche emphasized the 911 for circuit racing starting in 1973, as the FIA had instituted fuel-consumption rules. Porsche's 917s now had one last year in America's Can-Am

Left: Herbert Linge and Peter Falk with their 2-liter 911 at the 1965 Monte Carlo Rally. Above: Vic Elford and David Stone won first overall for Porsche at the 1968 Monte Carlo.

and Europe's Interseries. The principal tier of FIA competition moved down to Group 4 with Group 5 for smaller-displacement prototypes and upgraded Group 4 cars. The new cars were the 2.7-liter Carrera RS in Group 3 and the 2.8-liter RSR in Group 4. For 1974, the RS and RSR both were 3.0-liters. The Group 3 cars ran FIA rallies and hill-climbs.

The result that Porsche liked best was the East African Safari in 1974, where Waldegård finished second, and would have won if one stage had not been disallowed by the officials. Porsche had been running that rally since 1971, led by the spunky Polish driver Sobiesław Zasada. Zasada entered the event in 1969 and 1970 in his own car, running 3100 miles over terrible terrain. This rally caught Porsche's fancy, but the bad terrain won and both Waldegård and Zasada DNF'ed in 1971 and 1973—the latter race with two new RSs. (Porsche skipped 1972.)

For a few years after 1974, rallies fell out of favor as Porsche's resources were taxed behind three race efforts—the 934 for Group 4, the 935 for Group 5, and the 936 for Group 6—returning in 1976. Carrera RSs won





Above: Brits Richard Tuthill and Stuart Rolt finished third overall in the recreation 2003 Classic East African Safari Rally. Right: At the 1978 East African Rally, Vic Preston, Jr., and John Lyall placed second in car #14—a 911SC 3-liter. Car #5 placed fourth with Björn Waldegård and Hans Thorszelius.



several national rally championships in 1975, in France, Germany, Greece, and Spain. Porsche also continued to win annual European hill-climb national championships.

## BACK TO AFRICA

The East African Safari bug attacked again in 1978. With Porsche technical engineer Roland Kussmaul now in charge, two 3.0-liter SC coupes were prepared. With 250-hp engines; engine and gearbox oil coolers mounted on the rear engine lid; fully seam welded, resin-coated aluminum trailing arms; jacked up, cow catcher bars in front; and painted with diagonal light blue/dark blue/red stripes on white, the SCs looked the part. That paint scheme became iconic and shows up today on off-roaders' 911s. Alas, mechanical failures held the SCs back. Vic Preston, Jr., finished second and Björn Waldegård finished fourth.

In 1979, Jürgen Barth and Roland Kussmaul decided to enter a 924 Turbo in the East African Safari. Management must have been mystified, but said, "Go ahead." They built two cars, one for practices and one to race. Neither car lasted long. In the race, the 924 was a DNF. Suspensions failed, the 16-gallon gas tank was too small, and they were underpowered, even in an event where power was a secondary consideration. Kussmaul would

aptly apply these lessons five years later. He was not done with Africa.

## SC/RS SUCCESS, THROUGH A LOOPHOLE

Rallying next became a big deal when management approved the Type 954 SC/RS competition project based on an order from Rothmans and David Richards. The FIA had created a rules loophole in the World Rally Championship for Group B cars that allowed manufacturers to homologate a run of 20 cars if based on a discontinued model (versus 200 on a current model). Porsche used the discontinued SC 3.0-liter as a base after the Carrera 3.2-liter was introduced for the 1984 model year.

Built by Jürgen Barth's Customer Racing Department at Weissach, the cars were highly modified. The engine developed 280 horsepower in rally trim (250 for the street version). The SC/RS had two front oil coolers with pipes in the sill boxes, 40-percent locking differential, Turbo suspension with crossmember, Turbo brakes, and adjustable Bilsteins under adjustable coilovers. Rally teams welded in strut/spring sections to additionally raise the car. Barth's team got the car down from 2600 to 2112 pounds with aluminum fenders, doors, and front hood; fiberglass front



bumper and carbon/fiberglass rear; lightweight interior; and no heater boxes or heat system. A front trunk-mounted gasoline heater could be added. Before the cars were made, all 21 were sold.

## DAVID RICHARDS AUTOSPORTS' ROTHMANS TEAM

Six cars went to the UK-based Rothmans team of David Richards Autosports (later Prodrive), one to the Belgian Bastos team, two to the Belga team, and one to the Saudi Porsche dealer with Gulf Air sponsorship for the Middle East Rally series. When the FIA modified the rules to allow turbocharging with no boost limits, the “killer Bs” took over Group B, and the normally aspirated SC/RSs were outgunned before they got going. The Audi Sport Quattro, Ford RS 200, Lancia 037 and Delta S4, Metro 6R4, Renault R5 Turbo, and Peugeot 205 T16 were awe-inspiring and created rallying’s greatest public interest in decades, before and after. Several cars ran both a turbocharger and a supercharger, others twin turbos. Unfortunately, the cars were lethal. After three deaths, especially that of the popular and series leading Henri Toivonen, Group B was cancelled after the 1986 season.

The SC/RS persevered in national and regional rally

series and classes for normally aspirated cars where they won national championships, the Middle East Rally Series a couple of times, and the European Championship. Your author bought several of the Rothmans SC/RSs in 1987 from David Richards when he initiated his Subaru program. His SC/RSs were heavily modified for endurance and were amazing cars—light, responsive, surprisingly fast. In one of this author’s cars, SC/RS #008, John Bufum easily broke the SCCA Trans Am lap record at the old Bryar Motorsports Park—now the site of the New Hampshire Speedway.

## THE TYPE 953 AND PARIS-DAKAR

While the Type 954 was consuming Jürgen Barth’s staff, a contemporaneous project—the four-wheel-drive rally car Type 953—had Roland Kussmaul at full steam. Porsche first engineered 4WD in 1979 with occasional prototypes for internal testing and use. Porsche believed that sooner or later it would need that technology for its production cars. During the 1981 Monte Carlo Rally, Helmuth Bott (R&D) and Peter Falk (Race Department) drove an Audi Quattro on the course and were impressed at what the car could do. Renewed effort went into Porsche’s four-wheel-drive project.



Roland Kussmaul was selected to manage building cars for the 1984 Paris-Dakar Rally—a brutal 20 days over almost 7000 miles. The event did not require cars to be FIA homologated—an “open” event—which aided Porsche’s engineering. And Rothmans was anxious to have an entry for the publicity that ensued. Starting with a 1984 Carrera 3.2, Kussmaul’s team adapted an Audi four-wheel-drive gearbox with center and front differentials added, all mechanical to viscous couplings, with no hydraulics. A driver could set various degrees of differential lockup by using rotary knobs in the dashboard.

Other major changes included metallic clutch plates, hollow half-shafts, double struts, coilovers (in the rear only), and fiberglass-coated suspension pieces, with over 10 inches of wheel travel. The full-length skid-plate was carbon-fiber composite, 10 millimeters thick. The engine was a detuned 3.2 liter, with compression lowered to accept lesser-grade gasoline. Porsche added full seam-welding and reinforcing gussets/plates everywhere. Doors, bumpers, roof, and hood were composite material or fiberglass. More novel was a second gas tank in the rear-seat area, over which was placed

a spare tire. The rear window was replaced by a black Kevlar panel with pins. The cars could carry over 70 gallons of gasoline.

Three cars were built—one for Jacky Ickx with Claude Brasseur as navigator, one for René Metge with Dominic Lemoyne, and one for Roland Kussmaul with Erich Lerner—the last to serve as a close-by support car. Three large Man support trucks trundled along behind. Ickx was leading the event when an electrical fire derailed him on the next-to-last stage. Metge won (by more than two hours) and Ickx finished sixth. Porsche, Kussmaul, Metge, and Rothmans were thrilled. It was the first time that a sports car had won Paris-Dakar. Porsche finally had a first overall in Africa.

As an aside, your author purchased the Ickx 953 (#175) from the Factory in 1988. We dune-jump tested it with Malcolm Smith driving for *Automobile Magazine*. On our first evening in Glamis, California, by the Salton Sea, we wanted to find out what happened when you locked up all the differentials. Answer: nothing. The car does not move. It just shakes, digging way down into the sand. Metge and Ickx obviously knew better.



January 1984 saw Porsche’s first Paris-Dakar victory in the interim Type 953. René Metge with Dominique Lemoyne won in car #176. Jacky Ickx with Claude Brasseur in #175 finished sixth.

Photo courtesy Porsche

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## ENTER THE 959S— A TECHNOLOGICAL MARVEL

In 1983 Porsche began designing the 959 4WD car, a rolling test bed to be a “killer B” rally car and a “Super Porsche.” The company had to build 200 examples for homologation. To justify the development expense, the 959 would have to be sellable to the public as a street car and have features that could be applied to production 911s.

The FIA allowed 2.8 liters for turbocharged cars, pegging them to just over 2400 pounds. Helmuth Bott amplified those specs to include twin turbos—eventually boosting sequentially, not parallel; water-cooled, four-valve heads; lightweight construction with aluminum and composite panels; monitored and adjustable suspension and tire pressures; and brakes off the 935 or 936. Bott also specified a large front trunk, but a parallel front-wishbone suspension eventually won out over trunk space. Bott wanted 400 horsepower for street use, upgradable to 500 for competition.

The exterior design, penned by longtime Porsche

designer Tony Lapine, was radical, yet not. For time and cost reasons the greenhouse and door positions were 911. Because the wheels and tires would be wider, the fenders were all new. Although the designers wanted to avoid it, good handling eventually mandated a rear wing. It was integrated smoothly, as was the higher hood to add cooling flows from the front fascia. The 959 had a final drag coefficient of 0.32 versus 0.39 for the 911.

The suspension was an engineering marvel, and it still is, although it is a nightmare to maintain. Its electronically controlled dampers, springs, and torque/power/braking splits presaged the driver’s aids commonly seen in today’s Porsches. Dunlop developed the Denloc “run-flat” tires that stayed on the wheels no matter how punishing the rally. Bridgestone wanted in badly and licensed the technology from Dunlop and took over tire manufacturing for the 959. Porsche’s hollow wheels co-existed with tire pressure, keeping the tire inflation where engineers or drivers wanted, while also allowing tire or wheel leaks to be monitored. The gearbox was a six-speed, a direct progenitor of the

**Roland Kussmaul, rally car chief engineer and race manager, beside his Type 959 at the 1986 Paris-Dakar Rally. Kussmaul worked on the three 959s most nights and still placed sixth.**

Jean Guichard/Getty Images

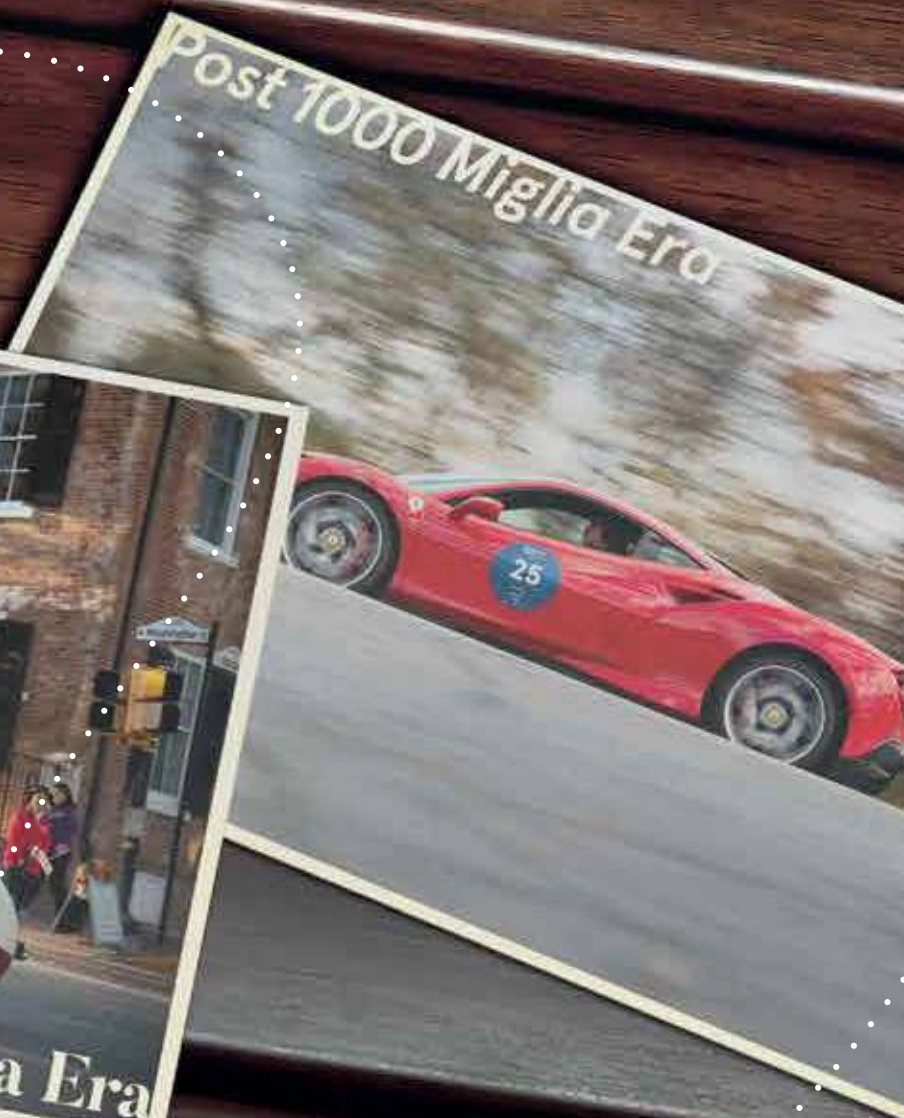


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five-speed Getrag-built G50 soon to be offered on 911s and then 930s. The engine was similarly complex: 2849 cubic centimeters producing 450 horsepower and 370 lb-ft of torque, with a compression ratio of 8.3:1 static and 13.5:1 above 5500 rpm, although able to run on 95 octane. Break-downs of the single-row timing chains required reengineering double-row chains that required larger case ends. It delayed the project for months. When it became apparent that the FIA would kill Group B and the “killer Bs,” Porsche soldiered on with the street car that it had always envisioned to get to 200 units. They, of course, were instantly collectible, with 1600 orders for the 200 cars.

In a sense, Roland Kussmaul saved the 959's day. Both Paris-Dakar and Rally of the Pharaohs were open events, with no homologation required. As with the 953s, Kussmaul dove in. His team substantially modified the 959 as it existed in 1985, changing out magnesium engine and gearbox cases for stronger aluminum, increasing displacement, lowering the compression ratio for poor gasoline, raising the car to 11 inches off the ground, adding skid-plates, adding a tube superstructure in the rear, and more.

For the January 1985 Paris-Dakar, Jacky Ickx returned once again with Rothmans sponsorship, joined by drivers René Metge and Jochen Mass. All three cars DNF'ed, two due to crash damage and one with a damaged oil line. The suspensions, however, had held up.

In October for the Rally of the Pharaohs in Egypt, two cars were entered. One was a Kussmaul/Weissach-built car. The second was rebuilt out of the wrecked Jochen Mass Dakar Raid car by David Richards Autosports in Silverstone, UK. The Brits used every modification they had learned in their SC/RS days. Jacky Ickx's car burned completely after a wheel-well mounted oil cooler split. Saeed Al-Hajri, who had won the Middle East Rally Series a couple of times for Richards in SC/RSs, won the Pharaohs Rally.

On to January 1986 for another Paris-Dakar, and Porsche entered three cars: Jacky Ickx with navigator Claude Brasseur, René Metge with Dominique Lemoyne, and Roland Kussmaul himself with factory engineer Hendrik Unger. On a new route with even worse conditions, Metge and Ickx overcame duress to finish first and second, with Kussmaul in sixth. Poor Kussmaul also had to work most nights on the three cars—an amazing feat overall.

## IN THE UNITED STATES

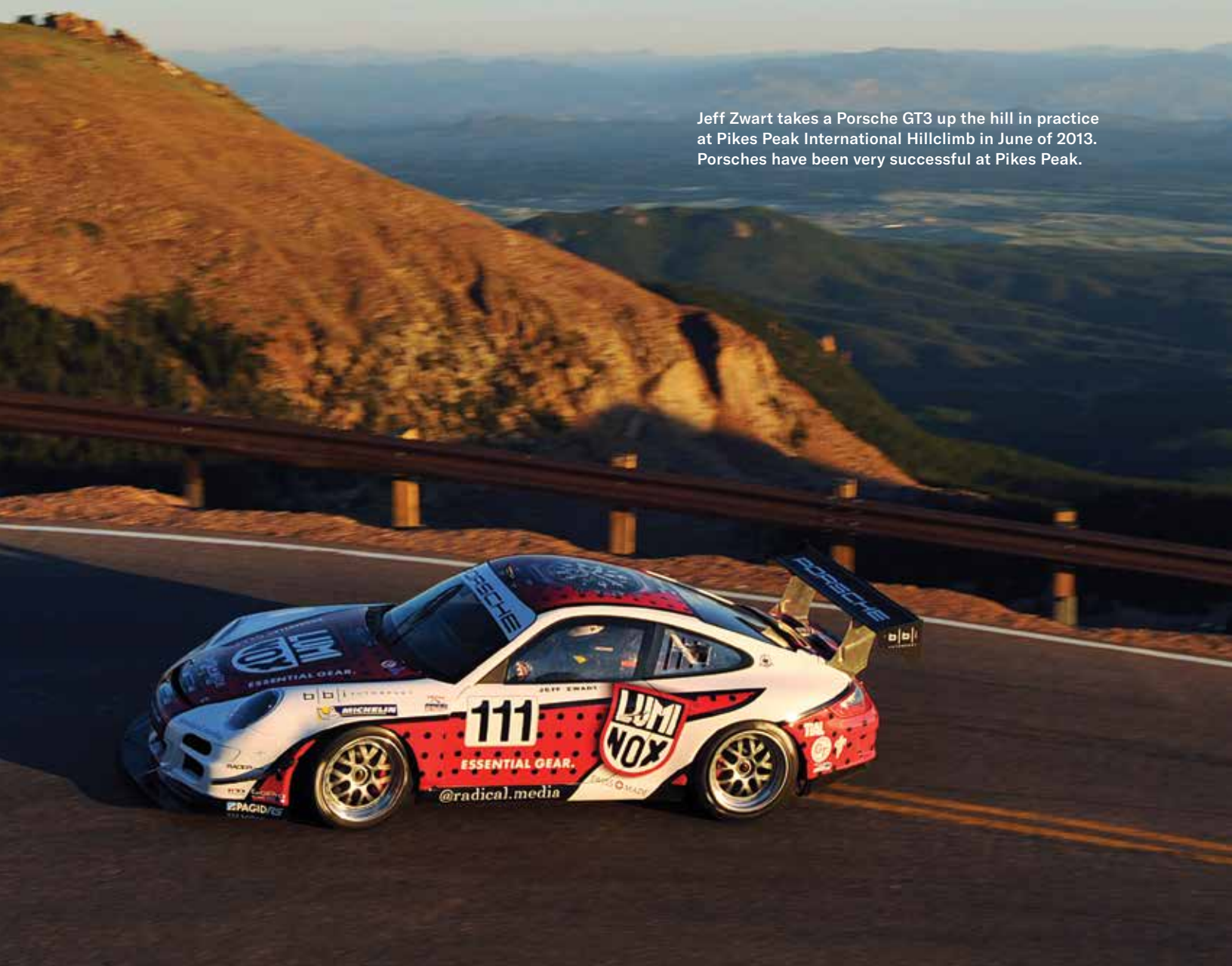
The three best-known U.S. rally drivers of this era were John Buffum, Bruno Kreibich, and later Jeff Zwart. Buffum and Kreibich were better known for driving other



cars, primarily Audis, but both had a bit of Porsche history. Buffum won 11 U.S. national championships and 117 individual events. He is the only American to win European Rally Championship events (not WRC) with victories in 1983 at Sachs and in 1984 at Cyprus, both in Audis. Buffum drove a Porsche 911 with fellow American Steve “Yogi” Behr in the Monte Carlo Rally in 1970, finishing 12th overall.

Sobiesław Zasada brought a former factory practice car to the U.S. for the 1974 and 1975 running of the Press on Regardless Rally, the SCCA's most famous rally, held in Upper Michigan. When the car rolled and the aluminum roll cage did not hold up, Zasada sent it back to the factory to be repaired. He built a duplicate with \$60,000 of parts he bought from Porsche. Later, he sold the factory car to Vicki Buffum, a driver in her own right,

Jeff Zwart takes a Porsche GT3 up the hill in practice at Pikes Peak International Hillclimb in June of 2013. Porsches have been very successful at Pikes Peak.



and she and John drove it. Both cars are now restored and have stayed in America.

Jeff Zwart, on the other hand, is a committed Porsche guy. He is perhaps more famous for his photography and his car commercials, but he has always raced in some form. His most notable achievements have been on Pikes Peak, where he has won numerous trophies in modern Porsches.

## OVER TO PRIVATEERS AND HOBBYISTS

In the years since, rallying 911s was left to privateers running in national or regional series. Recently it has become a “thing” to off-road 911s and Porsche has responded with models and optional equipment to aid those interests.

The last factory-supported rally effort was to publicize the capabilities of Porsche’s new SUV, the Cayenne.

In 2006–08, Cayennes ran the TransSyberia Rally/Tour under Porsche engineer Jürgen Kern. In 2009 Porsche built 285 commemorative street/off-road versions with distinctive paint and graphics.

## IN THE END . . .

Porsche’s rally history, primarily with 911s and its derivatives, was sparse but stellar. Winning many Monte Carlo Rallies, Paris-Dakar twice, and many national and regional series added an endurance element to Porsche’s reputation that “mere” 24-hour races could not. The 959 also provided the test bed for electronic drivers’ aids that were added to street cars over 20 years later and continue to this day. “Excellence in engineering,” an old Porsche advertising slogan, applies wherever Porsche chooses to apply its skills. //

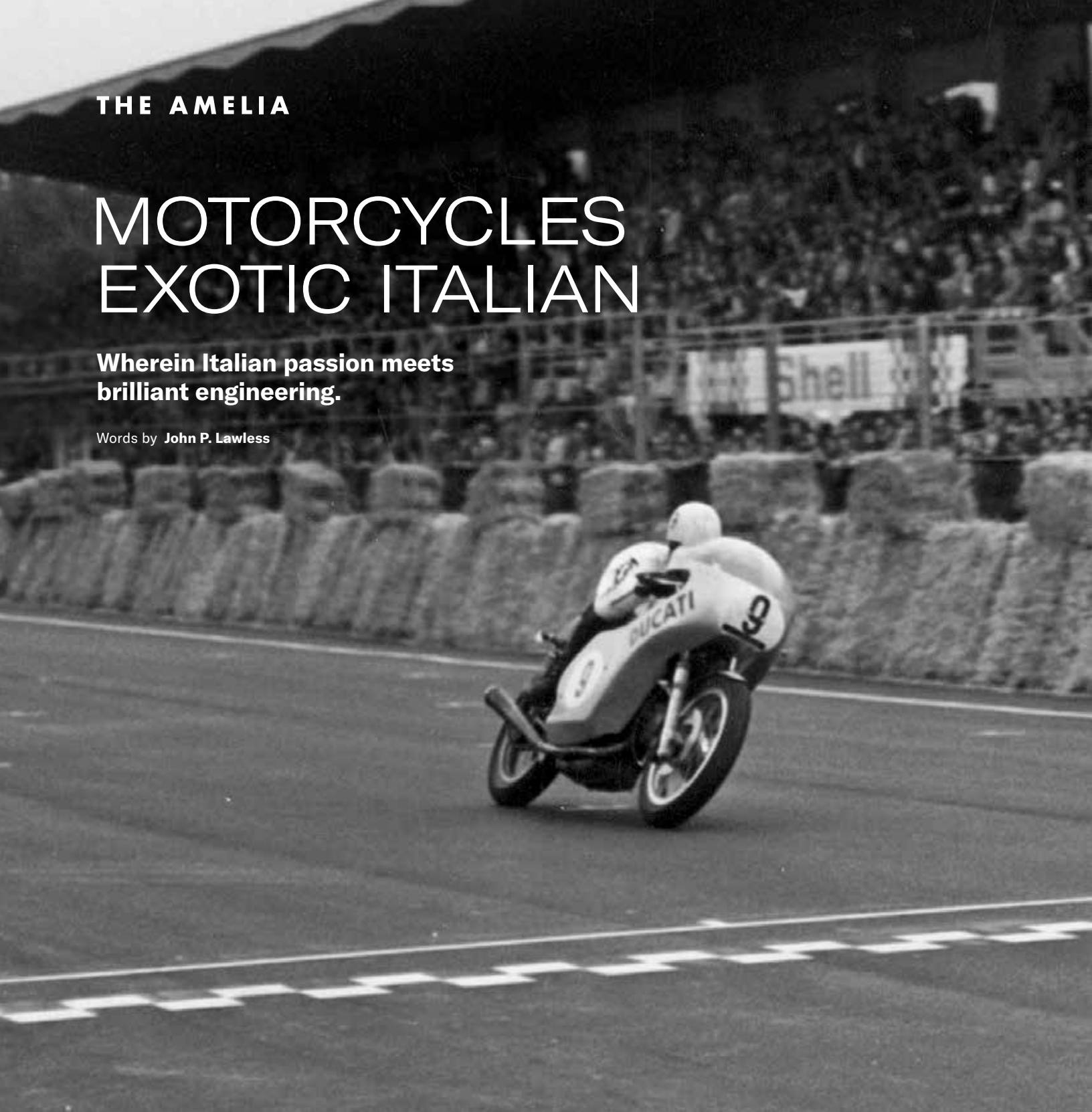


THE AMELIA

# MOTORCYCLES EXOTIC ITALIAN

**Wherein Italian passion meets  
brilliant engineering.**

Words by **John P. Lawless**

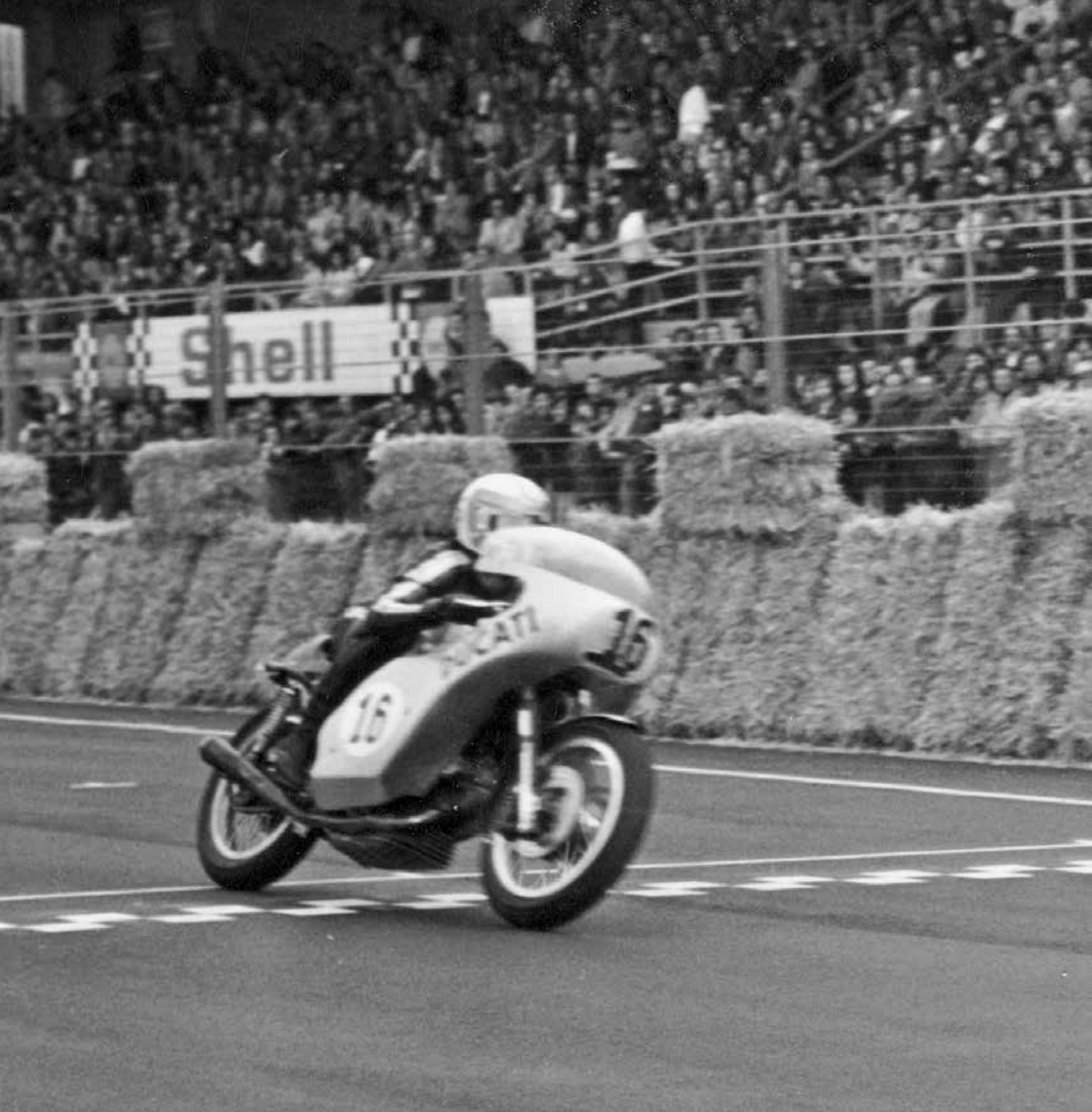


**T**he Merriam-Webster Dictionary defines the word “exotic” as follows: *Introduced from another country: not native to the place where found. Strikingly, excitingly, or mysteriously different or unusual.*

On these shores, in the land of

Harley-Davidson, hamburgers, and *Hee Haw*, many of us grew up believing that anything that wasn't of American origin was “foreign.” Repair shops that serviced these foreign makes were in nearly every town. Americans equated German motorcycles with function and dependability, Japanese motorcycles with being inexpensive

Photo courtesy Ducati



and disposable, French motorcycles with being weird and wonderful, English motorcycles with being sensible and familiar, and Spanish motorcycles with being built of lesser quality materials and best suited for off-road usage. Italian motorcycles? The best of them fit the very definition of exotic. Each of the Italian manufacturers has

750SS-mounted Paul Smart leads Ducati teammate Bruno Spaggiari across the finish line at the 1972 Imola 200 race in Italy. Ducati's victory at Imola cemented the Bologna-based company as a big bike manufacturer with serious sporting credentials.



Automotive design house Ghia created a new, angular styling for the 1972 Benelli 750 Sei. The six-cylinder inline engine was transversely mounted, yet the bike was slimmer than the Honda CB750.



demonstrated the creativity and ability to reach for the impossible at some time in their past.

## BENELLI

Benelli has given us a number of exciting and interesting models since its 1911 inception in Pesaro, Italy. The six Benelli brothers opened their first shop to repair and service motorcycles—just a few years later, they created their own engines and complete motorcycles. Their first exotic and groundbreaking design was the 175-cc overhead-cam single-cylinder racer by Giuseppe Benelli, which was raced by brother Tonino to four national championships before his death in 1937. They also created a number of 250- and 500-cc machines in the 1930s, with the most innovative being the 250-cc short-stroke, double-overhead-cam four-cylinder that was supercharged and liquid cooled. It was faster in testing than its nearest competitor by 16 mph, giving the firm confidence that it was a world-beater. Unfortunately, with the war approaching, the engineers were forced to abandon the race department and move their efforts to wartime production of airplane parts. The motorcycles were disassembled and stashed during WWII.

After the war, priorities changed. Benelli found success throughout the 1950s and 1960s in selling lightweight motorcycles not only in Italy but around the globe. The motorcycles were sold in America through Montgomery

Ward department stores as the Riverside 125-cc two-strokes and 250-cc four-strokes. In the mid-1960s, Benelli had the funds to again reach for the stars with 250-cc and 350-cc four-cylinder grand prix racers ridden by Renzo Pasolini, Kel Carruthers, and Jarno Saarinen. After winning two world championships, Benelli was developing a 250-cc V-8 before a Fédération Internationale de Motocyclisme (FIM) rule change rendered that idea a nonstarter.

After Benelli's acquisition by Alejandro DeTomaso, the company soon offered the world's first six-cylinder production motorcycles, the 750 Sei, and the smallest production four-cylinder, the 250 Quattro.

## BIMOTA

High-quality components and advanced engineering have long been the hallmark of motorcycles produced by Bimota of Rimini, Italy. The name is derived from the first two letters of each of the three founders' names: Valerio Bianchi, Giuseppe Morri, and Massimo Tamburini. Bimota began by offering frames that provided superior handling for the new generation of big Japanese four-cylinder engines. The company created a market for consumers who wanted bespoke exclusivity and craftsmanship that previously did not exist. Bimota's high-water mark was the Tesi 1D of the 1990s, which featured hub-centered steering and mono-shock rear suspension, as well as a fuel-injected Ducati

V-twin engine combined with an advanced alloy-plate frame. All this futurism came at a cost, as slow sales nearly bankrupted the company. Despite changes of ownership, a modern variant of the Tesi formula is still available in 2023, a testament to the dynamic design of the original.

## DUCATI

Ducati's roots lie in electronics, as it began manufacturing radios and cameras in 1926, until its factory was flattened during the bombing raids by Allied forces in 1944. Soon after, the company started to manufacture a small, push-rod single-cylinder engine that was developed by SIATA, and launched its own version of the Cucciolo model in 1950. Not long afterward, Ducati hired Fabio Taglioni, who would go on to utilize the desmodromic valve system on Ducati's newest model, the 100 Gran Sport. The desmo valve actuation was more precise than traditional springs, allowing for more radical cam timing and higher revs. Success in Italian road races led to higher sales in showrooms as hoped, and performance became an integral part of the Ducati story thereafter.

Fast, single-cylinder machines of 125-, 200-, 250-, and

350-cc followed, but the next big breakthrough came in 1972, with the launch of the 750SS, which won the Imola 200 race. Street models such as the round-case 750 Sport and then the square-case 750SS and 900SS models were strong sellers that offered the "race bike for the road" feeling for which Ducati was best known. In the next 10 years, Ducati embraced change and brought liquid cooling, floating disc brakes, trellis tubular frames, dry clutches, fuel injection, and multi-valve engines, such as the Desmoquattro, Ducati's four-valve V-twin. These innovations put Ducati back in the winner's circle in World Superbike competition. The 851 and 888 models were winners, but the 916 was a tour de force in the styling department, too. Once Ducati had momentum, it was rarely off the podium and eventually returned to grand prix racing, scoring its first world championship in 2007 with Australian Casey Stoner piloting the Desmosedici racer. Ducati eventually offered the Desmosedici RR, a road bike with real grand prix-level performance that no other manufacturer dared to match. In 2022, Ducati achieved a long-held dream and won another Moto GP World Championship, this time with Italian rider Pecco Bagnaia.

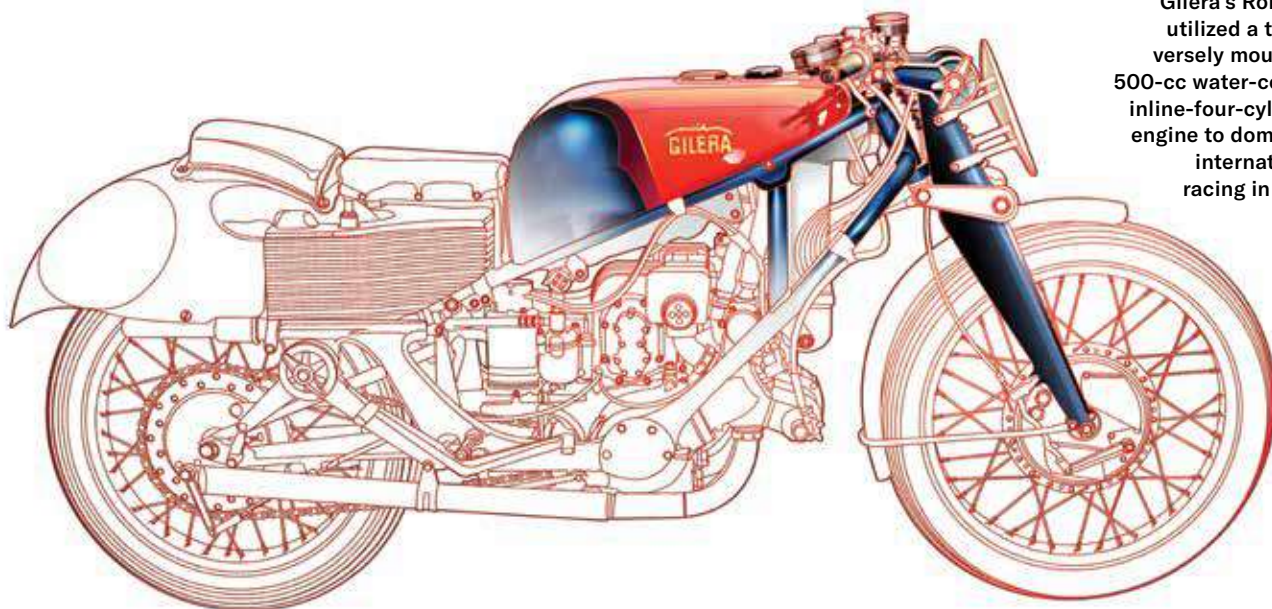


Photo courtesy Bimota

Bimota shocked the motorcycle world in 1991 with its futuristic Tesi 1D. It was powered by a Ducati 851 engine and featured hub-centered steering.



Gilera's Rondine utilized a transversely mounted, 500-cc water-cooled inline-four-cylinder engine to dominate international racing in 1937.



## GILERA

The city of Arcore, near Milan, is the home of Gilera, founded in 1909. The firm acquired the Rondine transverse four-cylinder concept from designers Carlo Gianini and Piero Remor. This design reached its apex in 1939 with the use of water-cooling and supercharging to power the four-cylinder racer to a top speed of 140 mph and the European Championship.

After the war, with the supercharger ban in effect, Gilera redesigned the double-overhead-cam engine and frame design to score numerous grand prix victories and 500-cc world championships in 1950, 1952, 1953, 1954, 1955, and 1957, before withdrawing from the sport. With the sudden

death of Ferruccio Gilera in 1957, founder Giuseppe lost some of his passion for the sport of motorcycle racing.

Gilera created some very worthy overhead-valve single-cylinder winners, such as the popular Saturno and Saturno San Remo, a works special. These motorcycles featured novel rear suspension, with horizontal springs and friction dampers. While not winners on the international stage, they fared well at the national level. Trying to cut costs, Gilera turned its back on four-cylinder racers and sold inexpensive 106-cc pushrod singles distributed through Sears Roebuck department stores in the U.S. In 1969, Piaggio Group bought Gilera. Today, Gilera is known more for urban scooters than motorcycles.

The Laverda 750SFC was produced in small batches, beginning in 1971.



Illustration by Jim Hatch/Cory Levenson





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The Moto Guzzi Le Mans series had no rivals in the 1970s.



## The mighty V-8 would have enjoyed more success, but it arrived a little too late for Moto Guzzi.

### LAVERDA

Laverda, from the Breganze region in northern Italy, was founded in 1873 and produced agricultural equipment exclusively until 1949, when it built its first motorcycles. Following the lead of other ravaged postwar manufacturers, small-capacity machines built by Laverda competed in Italian road races such as the Giro d'Italia and the Milan-Taranto. Laverda built its first twin-cylinder engines in the late 1950s and continued on that path while increasing capacity, eventually leading to machines like the brutish 750 SFC in Laverda's signature eyeball-searing orange. The most audacious design would be a result of competing in the Bol d'Or 24-hour endurance road race. Laverda stunned the world with the V-6 racer. Although it did not finish the race, it spoke well of the creative minds at work back at the race shop.

### MOTO GUZZI

Moto Guzzi was the only manufacturer to have its own wind tunnel for testing the aerodynamics of its motorcycles. That should come as no surprise, given the founder's background in wartime aviation. Located in Mandello del Lario, Italy, the firm found success early with rugged designs that were fast and handled well. In the years after World War II, Moto Guzzi's 250- and 350-cc racers won eight world titles. It was the glamour bike of its era, with the compact 500-cc V-8 designed by Giulio Carcano. The teething problems would have been sorted, and the mighty V-8 would've enjoyed more success, but it arrived a little too late, as Guzzi withdrew from grand prix racing at the end of 1957. Moto Guzzi launched a transverse-mounted V-twin engine to power a series of sporting machines in the 1970s, such as the V7 and Le

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Mans models. These became the essence of nearly every successful Moto Guzzi.

## MV AGUSTA

MV Agusta, created at the infancy of aviation, continues to this day in that capacity, building some of the world's finest helicopters. However, it was the fire-engine red racing motorcycles that are perhaps the most successful of all the Italian exotics. The Gilera-Rondine transverse DOHC four-cylinder engine layout served the firm well in the 1950s. MV snatched up its first 500-cc world championship in 1956 and eventually scored 38 world championships before closing shop. Count Domenico Agusta ruled the two-wheeled world of racing much like his four-wheeled counterpart, Enzo Ferrari. Agusta did not suffer fools gladly. On the road, the count reluctantly agreed to sell the public motorcycles worthy of the MV name: the four-cylinder 600, 750 Sport, and 750 America. These

hand-built machines were very costly, roughly three times the price of a Honda 750, and did not meet sales expectations to justify the effort.

Twenty years after the company ceased motorcycle production, it would make an astounding return under Cagiva ownership. The stellar 750F4 Oro, created by Massimo Tamburini, was the star of the Art of the Motorcycle exhibit at the Guggenheim Museum in New York upon its debut in 1999. The motorcycle, crafted of CNC-milled alloys that were combined with carbon-fiber bodywork and four under-seat exhaust pipes, also boasted a Ferrari-tuned engine that did not disappoint. Exotic? *Si signore*. The Italians delivered on that promise and they continue today, whether it's in architecture, automobiles, fashion, furniture, or food. Their rich and diverse heritage compels them to design with the head and, most important, the heart. That strong emotional attachment, *la passione*, is in the culture's DNA. //



The MV Agusta 750S America provided a fitting finale for the Italian manufacturer, winning an amazing 38 world championships.

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## THE AMELIA

# ROLLS-ROYCE SILVER GHOST

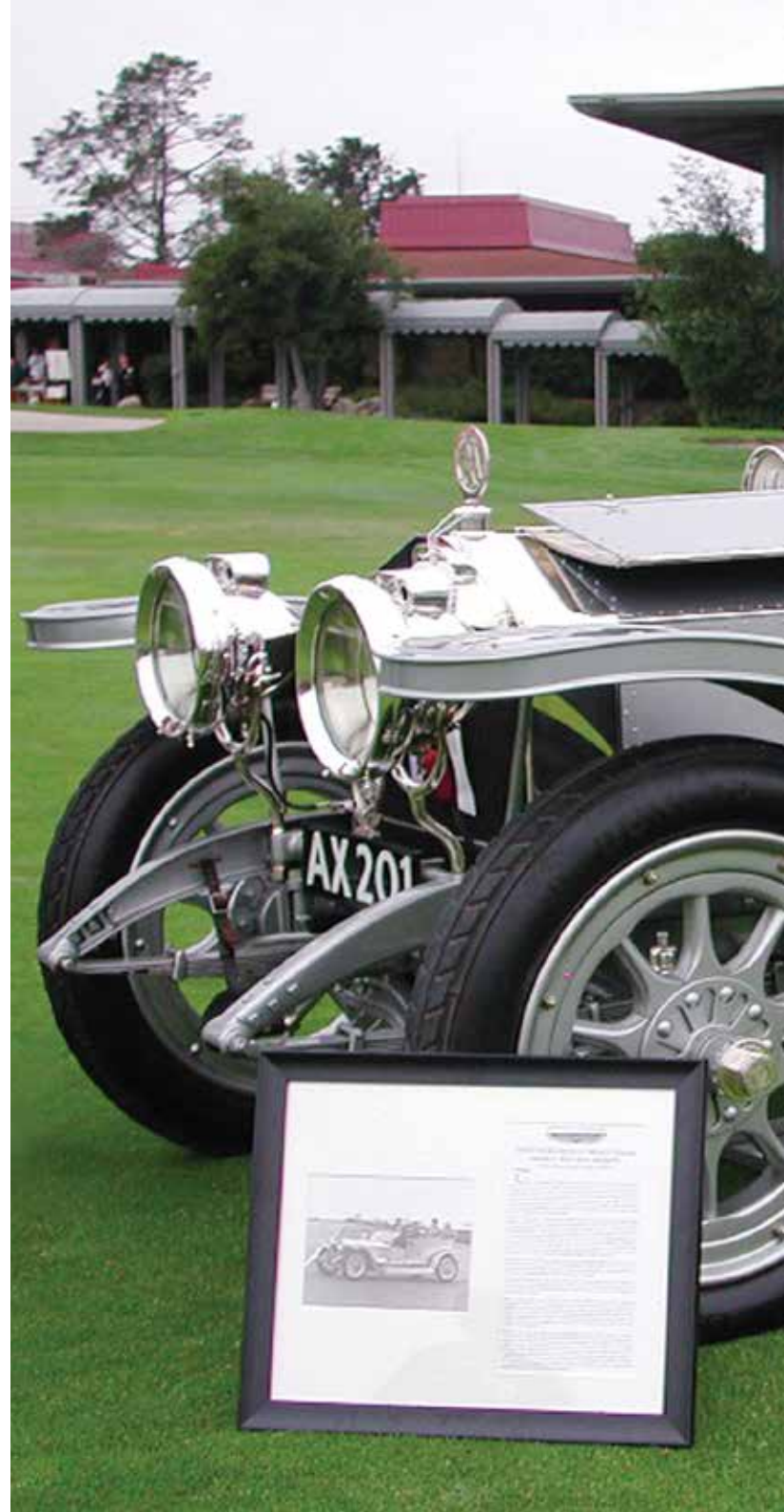
**The Silver Ghost represents the epitome of automotive greatness.**

Words by **Rubén L. Verdés, SAH**

**F**or more than a hundred years, the Rolls-Royce name has evoked recognition for top quality and excellence as makers of “the best car in the world”—and that status was won at the beginning with the Silver Ghost. The aim for excellence was a character trait shared by Charles Rolls and Henry Royce—two people who came from opposite ends of British social strata.

British engineer Frederick Henry Royce (1863 – 1933) was already a successful industrialist in heavy electrical equipment before he made his first car. He was a self-made man, learning his trade as an apprentice at the Great Northern Railway company. When the funding from his aunt for his apprenticeship ran out, he found work in toolmaking for a while, then 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, they formed F.H. Royce and Company (on Cooke Street in Manchester) to make electrical equipment, expanding into making electric dynamos and cranes.

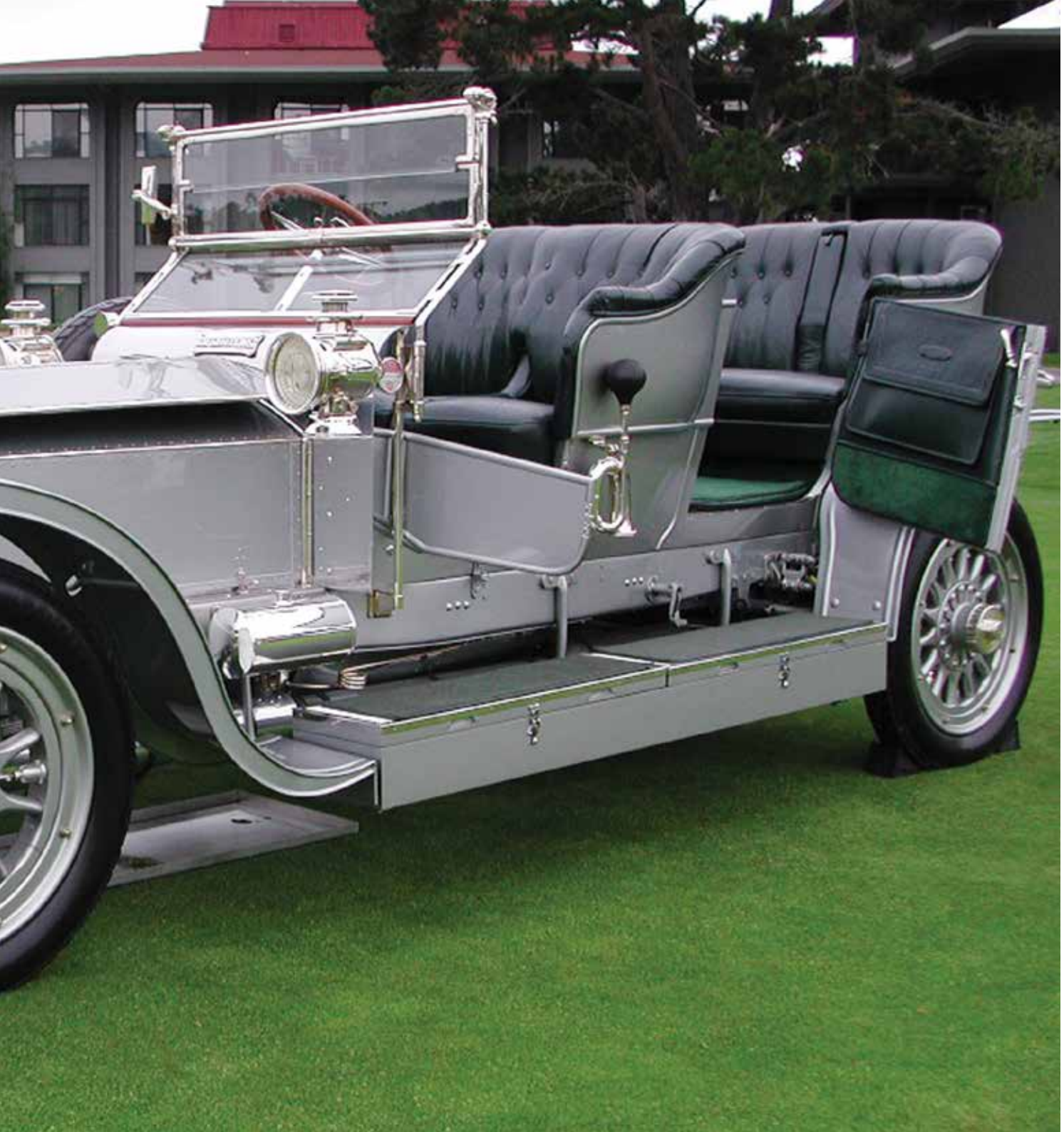
The Honourable Charles Stewart Rolls (1877 – 1910) came from “the right side of the tracks.” He inherited his “Honourable” title as the son of Lord Llangattock, and though he was well connected within the peerage and the lifestyle of the aristocracy, his love for the automobile and aviation led to amassing knowledge and experience



in those fields (right down to getting under the cars and working on them). 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 depot for Rolls-Royce). Beyond the marques he offered, he was also interested in adding a British-made automobile that carried his name.

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

Photo courtesy Rubén L. Verdés

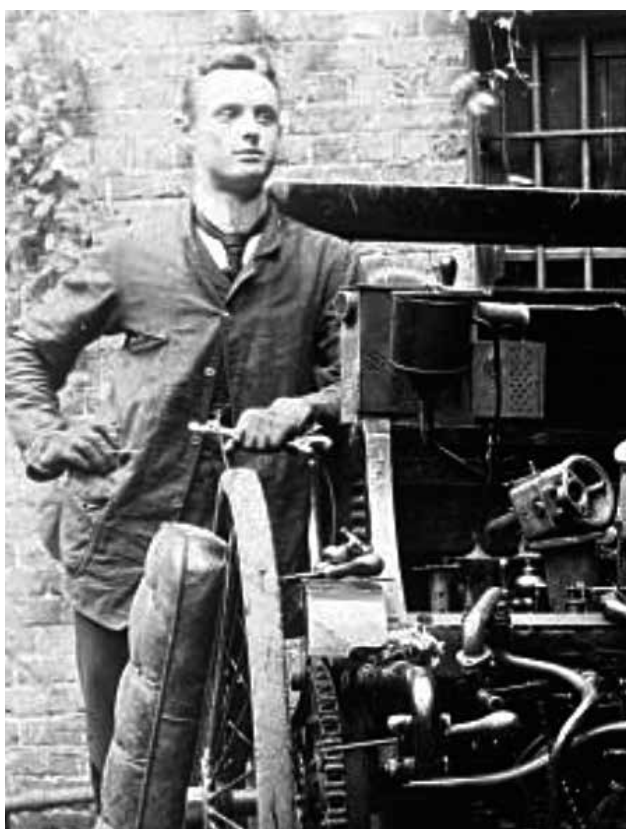
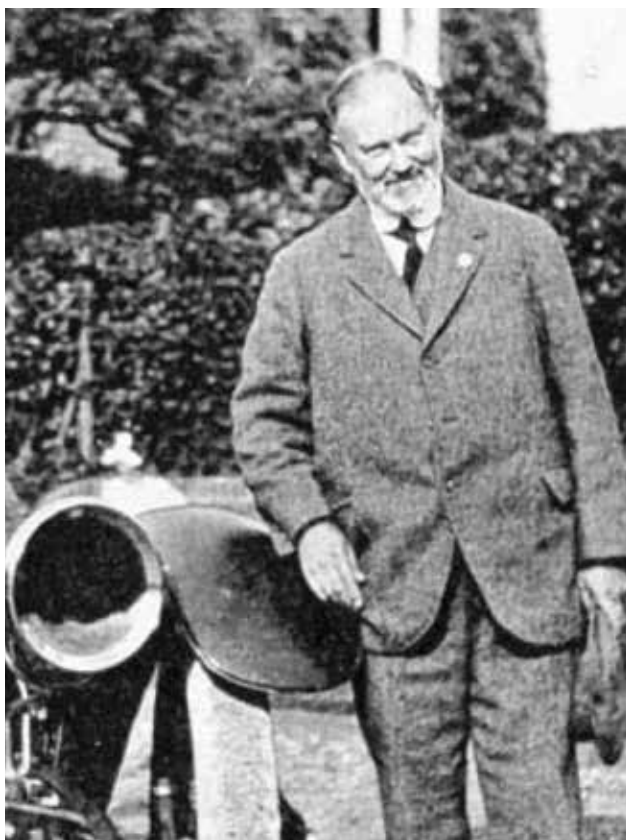


Royce purchased a French two-cylinder Decauville; his dissatisfaction with the car led him to make his own car, reverse engineering the Decauville and improving on it. There's a bit of folklore there. The Decauville was not a bad car, nor was it Royce's first, and Royce was careful about what cars he purchased to learn from. He had been reading about cars for a while, as he was considering diversifying his business given the pressure coming

**The one and only Silver Ghost (chassis 60551, reg. AX201) during a celebration of the 100th anniversary of Rolls-Royce at the 2004 Rolls-Royce Owners' Club meet in Monterey, California.**

from cheap-quality competitors for his electrical products. 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. It looked similar to the





Top: Henry Royce with experimental Silver Ghost chassis 58NA at “Villa Vita”—Claude Johnson’s country home at Kingsdown on the cliffs above Dover. Bottom: Rolls getting to know his Peugeot.

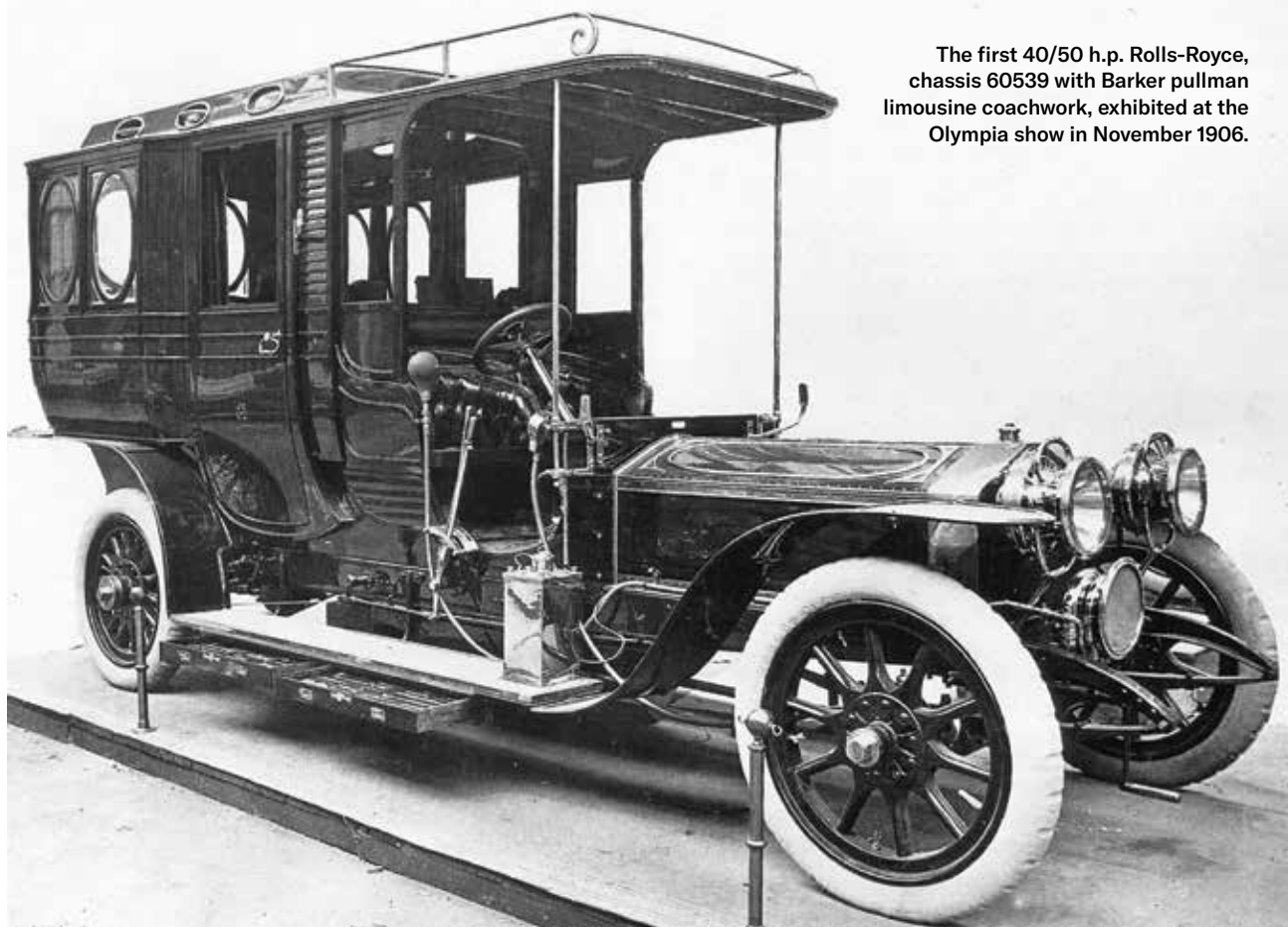
Decauville, and there were to be three prototype Royce cars. Like all Royce products, they were well engineered and manufactured to a high standard, but how would he market them?

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 would be easy, but Edmunds struggled a bit to get the two together. Rolls and Royce finally met on May 4, 1904, at the Midland Hotel in Manchester. In Royce, Charles Rolls found the engineer he had been searching for to add his name to a marque of supreme excellence.

Rolls-Royce was a car before it was a company, starting as the result of a 1904 memorandum agreement between Royce Limited and the Honourable C.S. Rolls, essentially calling 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 for sale: a two-cylinder 10 h.p. (17 made), a three-cylinder 15 h.p. (six made), a four-cylinder 20 h.p. (40 made), a six-cylinder 30 h.p. (37 made) and a V-8 20 h.p. (three made). All of these gave Royce the engineering experience to then produce his masterpiece, the six-cylinder “Silver Ghost” (and the official name of the model was the 40/50 h.p.). With the envisioned success of this model, the board decided to discontinue all its other models to concentrate its engineering and production efforts to build the new 40/50 h.p. chassis. (Note: Rolls-Royce did not make a complete automobile until after World War II; until then, it manufactured a chassis, and a coachbuilder was needed to supply the body. Some of those coachbuilders were Barker, H.J. Mulliner, Kellner, Rippon, and Thrupp & Maberly.)

Total pre-Ghost production was just 106 cars. The 20 h.p. V-8 engine model came shortly before the Silver Ghost, and it was the first V-8-engined chassis designed as a passenger automobile offered for sale to the public. It was Royce’s most advanced engineering effort to date, made to compete with the silence and smoothness of the electric cars that were all the rage in London at the time. Its 90-degree design was inspired, but it fell away when all the pre-Ghost chassis were discontinued, and it is the only Rolls-Royce model that does not have an example surviving to our time.

The choice was made to improve on the straight-six configuration for the new 7.0-liter 40/50 h.p. engine. Instead of the three blocks of two cylinders used by the



The first 40/50 h.p. Rolls-Royce, chassis 60539 with Barker pullman limousine coachwork, exhibited at the Olympia show in November 1906.

## Rolls-Royce would always answer any horsepower inquiries by saying its horsepower was “adequate.”

30 h.p. engine, the 40/50 used two blocks of three cylinders each, with non-detachable cylinder heads and a seven-bearing crankshaft. With a bore and stroke of 4.5 x 4.5 inches, its side valves operated via a single camshaft. Its dual coil and magneto ignition systems had separate spark plugs for each. The carburetor was Rolls-Royce's two-jet type with water-heated throttle valve. The 40/50's pressure-feed lubrication system was inherited from the V-8 engine, which was a great improvement over the splash and drip feed lubrication system of the prior models. As with all Rolls-Royce h.p. model nomenclature, the 40/50 follows the British calculation for taxable horsepower, while actual output was an estimated 48 h.p. at 1250 rpm, with later models achieving approximately 80 h.p. at 2250 rpm. (These estimates are not cited by the company—the company would always answer horsepower inquiries by

stating that its horsepower was “adequate.”) The first 40/50 h.p. (chassis 60539) was exhibited at the Olympia show in London without its engine in November 1906. Throughout its life that particular car would have four different bodies, including a Barker limousine body from one of the earlier V-8 cars.

Then came “the best car in the world.” With the amalgamation of assets from Royce Ltd. and C.S. Rolls & Co., came the talents of Claude Goodman Johnson (1864 – 1926), who was Rolls' “righthand man” and former secretary of the Royal Automobile Club (RAC). He became the managing director of the new company, Rolls-Royce Ltd. Among his ideas to promote the new 40/50 h.p. and get it recognized for its appeal and quality was to stage endurance trials with great fanfare. The 40/50 h.p. that Johnson chose for these trials was chassis 60551 (often

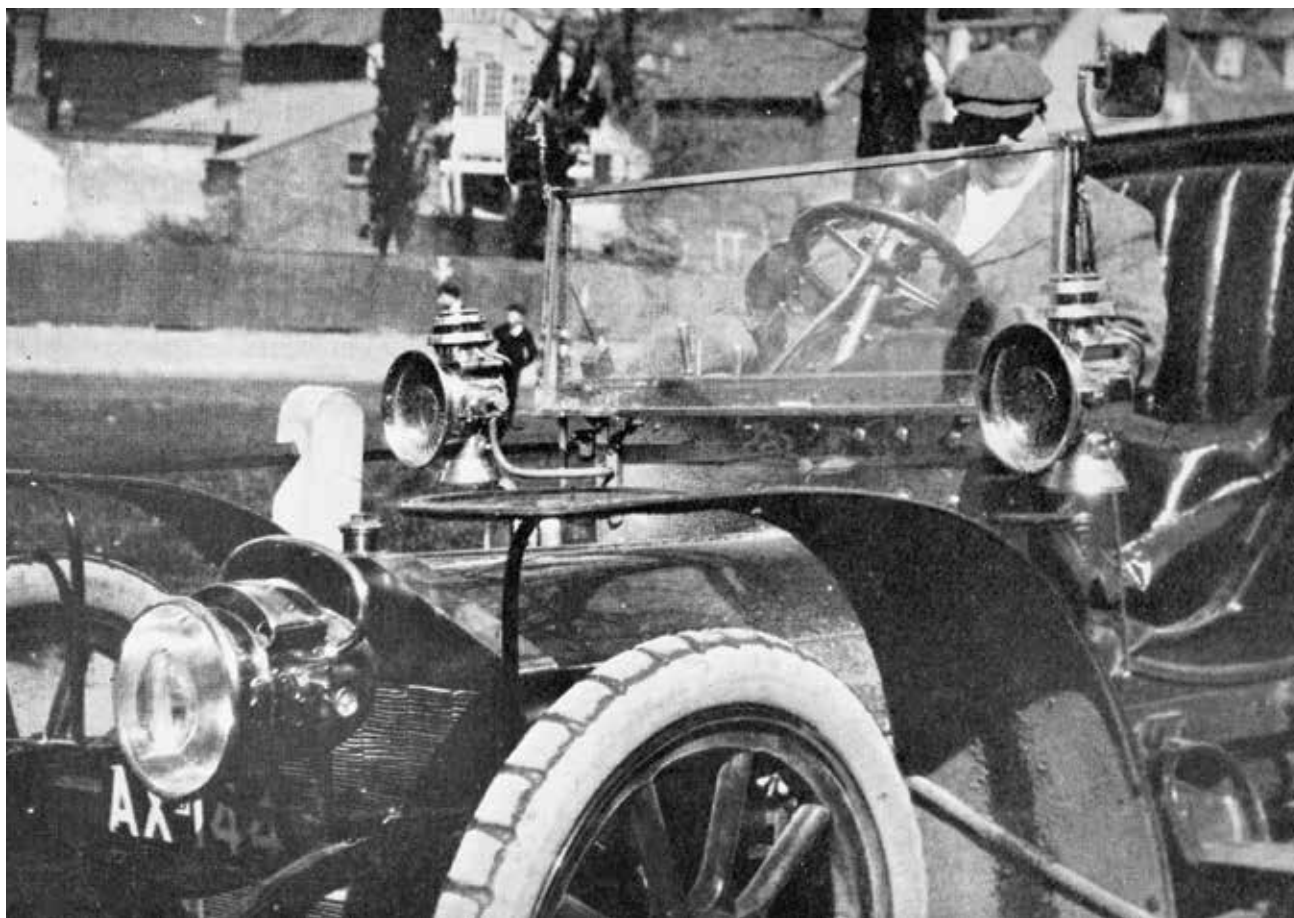


referred to by its registration number, AX201), and he named it the “Silver Ghost.” Naming a car was in vogue and there were other named 40/50 chassis, too, e.g., Silver Silence, Silver Rogue, Silver Dawn, Silver Phantom, and Silver King. The Silver Ghost, though, was the first: “Silver,” as it was painted silver with silver fittings, and “Ghost,” to underscore its silent-running engine. (It all came as a change in plan for 60551, as the car was first painted green.) From June 21 to August 8, 1907, the Silver Ghost ran day and night (only resting on Sundays) over 15,000 miles between London and Glasgow under RAC supervision. It won the Dewar Trophy for running a record 14,392 miles without an involuntary stop. Part of the trial included disassembly afterwards to replace worn parts to return the car to as-new condition, which came to a cost of “£2 2s 7d” (i.e., two pounds, two shillings and sevenpence). These remarkable results earned what appeared in print when it was called “the best car in the

world”—with variations of that slogan, too, like “the best six-cylinder car in the world.”

Where that actual slogan originated is not certain. Some attribute it to James P. Holland, a motoring correspondent of the day, and some attribute it to a planned advertising campaign by the company that built up to reach that phrase, which the company used for most of the 20th century in its marketing. The astonishing thing is not that it would be said by a journalist or in a company advertisement, but that the world would accept the slogan by general consensus. Since Rolls-Royce is strongly linked to excellence, its trademark is often infringed upon directly or by others advertising their product as “the Rolls-Royce of” that product. The success of THE Silver Ghost also resulted in all 40/50s to be referred to as Silver Ghosts, right up through the end of production in 1926.

There were various elements of success for Rolls-Royce



Johnson driving the only V-8 ever photographed, the “Legalimit” (1906 20 h.p. chassis 40518 with Barker park phaeton coachwork). The car was named for its unique transmission that would not allow the car to exceed the 20-mph speed limit of the time.

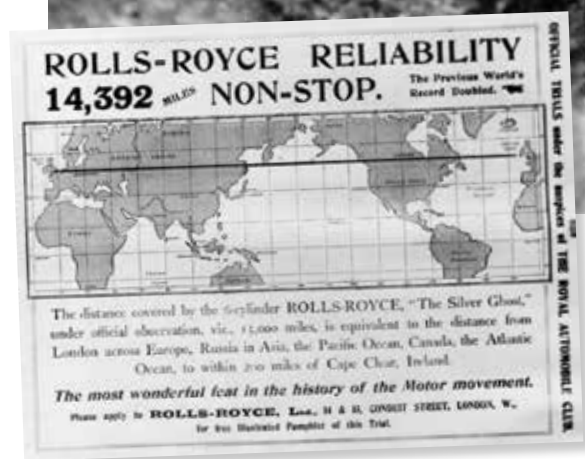
Photo courtesy Rubén L. Verdés

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The "Silver Ghost" chassis 60551 during its 15,000-mile run during the summer of 1907. While the success of the Silver Ghost's 15,000-mile trial was widely covered, this clipping says it all.

in those early years, which included racing success with Rolls at the wheel winning the Tourist Trophy and the Five Miles Silver Trophy in New York's Empire City Track. Then Reginald MacReady won the International Trophy at Ormond Beach in 1907 (all of these with a 20 h.p. car). There was the construction of a new factory in Derby to expand production. In addition, Rolls was setting aviation records crossing the English Channel and more. Rolls wanted Royce to go into aviation, too, but Royce wanted no part of it because of the risk that a functional failure in the air would result in death. This was sadly proven when Charles Rolls became the first Briton in history to lose his life in an aviation accident when he attempted to execute a precision landing with his Wright plane in a flight competition on July 12, 1910. He was only 32 years old. 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 (and was always only offered as an option thereafter).

All the while the Silver Ghost was a winner for the company, but Royce's extreme work ethic caused him to fall ill in the years that followed. Having lost Rolls, Johnson worked to ease Royce's involvement in the day-to-day at the factory. Much of the success of Rolls-Royce is credited to Claude Johnson's business skills, so much so that he was called "The Hyphen in Rolls-Royce," which was also the title of his biography. Then came World War I, and the Silver Ghost was enlisted.

The hearty and robust construction of the Silver Ghost





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to join us.*







lent itself to carry 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.” Later he was asked what he would wish for, and he answered, “my own Rolls-Royce car with enough tires and petrol to last all my life.” The war also brought what Rolls had wanted, but which Royce did not: entry into the aero industry. Rolls-Royce built the Eagle, Falcon, and Hawk engines for the war, and when it was all over, Rolls-Royce would emerge more an aviation engine company than a motorcar company.

The postwar era also brought a new project, and it was Johnson who announced (on September 22, 1919) the plan to manufacture cars in the United States. From 1921 to 1926, 1701 Silver Ghosts were made at the company’s plant in Springfield, Massachusetts, and the last 600 were left-hand drive. Production of the Silver Ghost at the Derby plant in England ended in 1924, with 6173 cars made. During its long production run, the engine size would increase and many design improvements were made, all barely noticeable to the untrained eye.

The Silver Ghost influenced all of Rolls-Royce history. Ethereal names, along with the inclusion of “Silver” in many, run through most of the model nomenclature to this day. Of the 7874 Silver Ghosts made during the 20-year production run, some 1500 examples are believed to still be with us today. A privileged sample of those survivors appear on the Amelia Concours d’Elegance show field this year. //

**Above: Rolls with the Wright Brothers: 1909 Silver Ghost (chassis 60798) with Barker Roi-des-Belges coachwork; with Charles Rolls at the wheel, Orville Wright to his left. Below: Though the official chassis number of the Silver Ghost is 60551, the chassis plate on the firewall simply reads 551.**



Photos courtesy Rubén L. Verdés

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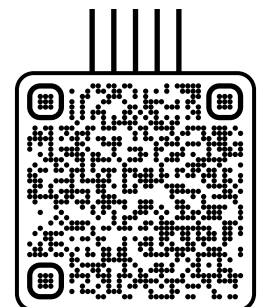


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# HAGERTY DRIVERS FOUNDATION

**Shaping the future of car culture while celebrating its past.**



**H**agerty 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.



**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.**

The JBS Collection/Road Scholars - Andrew Miterko



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

**The mission: to shape the future of car culture while preserving and celebrating automotive history.**



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.

Photo courtesy of Hagerty Drivers Foundation

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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.

historically significant automobiles, motorcycles, trucks, and commercial vehicles. Prior to 2014, these vehicles had never been documented as part of America's cultural past.

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](http://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)** //



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# THANK YOU



**THE AMELIA**

**CONCOURS D'ELEGANCE**

**D**ear friends: It is both my honor and pleasure to welcome you to the 29th annual Amelia Concoors d' Elegance, a one-of-a-kind motoring celebration. We all share love and passion for cars; in order to produce an event of this magnitude, it takes a large number of talented volunteers, expert judges, Hagerty Concoors staff, sponsors, partners, vendors, spectators and finally, all the enthusiasts who have graced our field with their extraordinary cars. For all of you who made these things possible and helped bring our vision to life, you have my respect, gratitude, and most important, my thanks!

Amelia Island has a long history of using the display of amazing automobiles and race cars from around the world to generate millions of dollars for local charities. None of

that would be possible without everyone mentioned above.

You can look forward to the fun of Hagerty Ride and Drives; celebrating our 2024 honoree, Rick Hendrick; enjoying Cars & Community on Saturday; and seeing more than 270 cars displayed at the world-renowned Concoors d'Elegance on Sunday. The Amelia is a celebration of the automobile like no other. We look forward to many more years of celebrating driving and racing in car culture together at Amelia Island. Enjoy our 29th annual show!

All the best,

Matt Orendac

*Vice-Chairman*

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aren't going anywhere  
this weekend.

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

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