

21-23 MAY
Lake Como,
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CONCORSO D'ELEGANZA VILLA D'ESTE

Where the stars come out

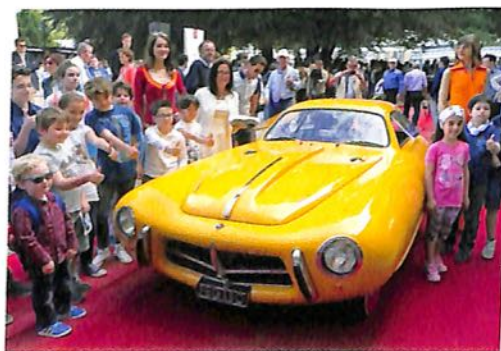
Tough competition made for a banner year at what is arguably Europe's premier Concours d'Elegance

Words Dale Drinnon Photography Martyn Goddard

AT A VENUE famed for the high quality of its entrants, this was a year to press between the pages of your Golden Book of Memories. In fact, according to long-time Villa d'Este jury member and frequent *Octane* contributor Winston Goodfellow, the 2015 concours field was 'the strongest I've ever seen here'.

Topping this extraordinary gathering after the jury announced its Best in Show was the 1932 Alfa 8C 2300 Zagato Spider of David Sydorick from the USA, a car that impressed not only aesthetically and historically, but with an engine ruff to send cold chills up the spine of a marble statue. Meanwhile, Best of Show by referendum of the concours entrants and guests at Hotel Villa d'Este went to the Touring-bodied 1950 Ferrari 166MM of Britain's Clive Beecham, the first Ferrari owned by Fiat boss Gianni Agnelli and twice a race winner for renowned driver Olivier Gendebien.

The heart-meltingly lovely 166MM additionally won Best of Show by open public ballot during Sunday's customary display at the park surrounding nearby Villa Erba, thereby taking two of the most prestigious trophies from the overall event. Multiple awards also went to the Pegaso 'Cupula' Coupé (Spanish for 'dome') entered by Evert Louwman from the Netherlands, which received Most Exciting Design by the jury, along with Young People's Choice by public vote at Villa Erba. Originally ordered in



Top and above
Beautiful surroundings, superb cars – that's Villa d'Este; Alfa 8C 2300 took Best in Show, while Pegaso Cupula won Most Exciting Design and Young People's Choice.

1952 by brutal Dominican dictator Rafael 'El Jefe' Trujillo, one would hesitate to ever call it 'lovely' but it certainly is colourful, in every possible sense.

Other major prizes awarded by the jury included Most Iconic Car, to a 1973 Porsche 911 Carrera RS entered by Marco Betocchi; Most Sensitive Restoration, to the 1952 Ferrari 212 Vignale Berlinetta of Americans Bradley and Buzz Calkins, (restoration by Paul Russell & Co); and Most Elegant Rolls-Royce for the 1961 HJ Mulliner Silver Cloud II, of Fred Kriz. Public balloting at Villa Erba gave the Design Award for Concept Cars and Prototypes to Bentley's EXP 10 Speed Six.

Among the individual class winners of note, American collector Orin Smith's Lancia Aurelia PF200, a 1953 show car produced by Pinin Farina on the Aurelia B52 platform, was the perfect specimen of early '50s Jet Age dynamism, while the (ex-Moss, ex-Gurney, ex-Gregory) '59 Maserati Tipo 60/61 Birdcage of Austrian Andreas Mohringer was proof positive of the inherent elegance of old, unmolested and highly significant race cars.

As has become standard practice, a motorcycle concours was held on Sunday, won by the 1973 Münch-4 TTS-E of Alessandro Altinier; weekend sponsor BMW also graced Villa Erba with a very popular open showing of its celebrated Art Cars. On the auction side, RM Sotheby obtained €6.72 million (including premium), for a 1952 Ferrari 212 Export Barchetta, a record for the model; even the weather co-operated, early predictions of gloomy rain mercifully never materialising. Our only quibble, really, was no sign of the car clubs seen on previous Sundays – a shame. Doesn't healthy growth always start from the roots?

For the full concours results and information on next year's event, go to official website www.concorsodeleganzavilladeste.com.