



# THE AMELIA

CONCOURS D'ELEGANCE



**HAGERTY** | Events

2022 Honoree Chip Ganassi

MARCH 6, 2022 | AMELIA ISLAND, FLORIDA

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Sotheby's

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**RON DESANTIS**  
GOVERNOR

March 6, 2022

Dear Friends:

It is my pleasure to welcome you to the 27<sup>th</sup> Amelia Island Concours d'Elegance 2022 event at The Ritz-Carlton Amelia Island in Amelia Island, Florida. I understand this charitable event brings rare vehicles from around the country for a competition of elegance. As Governor, I appreciate the civic engagement of organizations like yours and your efforts to make a difference in the lives of those in the Jacksonville community.

It is my hope that during your time in Amelia Island, you can enjoy viewing rare automobiles from around the country while enjoying Florida's beaches and state parks, culture, dining, and entertainment.

Best wishes to all participants and fans.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ron DeSantis".

Ron DeSantis  
Governor

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THE ALL-NEW NX

Prototype shown with options. ©2022 Lexus



CITY OF FERNANDINA BEACH

Office of the Mayor

Michael A. Lednovich

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

March 2022

On behalf of the City of Fernandina Beach Commissioners and residents; it is an honor to welcome the 2022 Amelia Island Concours d'Elegance located on beautiful Amelia Island, home of the City of Fernandina Beach.

Now in its third decade, the Amelia Island Concours d'Elegance is among the top automotive events in the world. 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.

2022 will be no exception, from humble beginnings the Amelia Island Concours d'Elegance now boasts hundreds of volunteers and has contributed over \$3.75 million dollars to help support a variety of charities including Community Hospice and Palliative Care, Spina Bifida Association of Jacksonville, and Shop with Cops.

The City of Fernandina Beach will continue to celebrate the Concours d'Elegance, the automobile, and the people who love cars for their beauty, power, speed, poise, and their 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 2022 Concours d'Elegance and thank the many people who have devoted their time and talents to bring us this extraordinary event.

Best regards,

A handwritten signature in cursive script, appearing to read "Michael A. Lednovich".

Michael A. Lednovich  
Mayor - Commissioner

# BMW iX



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# WELCOME

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The Amelia is a weekend-long festival of automotive fun. There will be something for almost every car lover, from displays and competition, to test drives of fabulous new cars, to the RM Sotheby's auction, to seminars and learning opportunities.

Veteran attendees will notice that Saturday is an altogether new experience. We have upgraded the traditional Cars & Caffeine event with curated displays of accessible cars from various genres, spread across three fairways of the beautiful Golf Club of Amelia, including:

- Radwood, featuring the very best of the '80s and '90s
- A Concours d'Lemons celebrating the oddball, the mundane, and the truly awful of the automotive world
- Supercars, hypercars, exotics, and contemporary performance automobiles

In keeping with Hagerty's purpose of Saving Driving and Car Culture for future generations, there will be more family-friendly features. An automotive-themed Kid Zone specifically designed for the youngster in all of us will provide some new, fun entertainment. And, of course, our signature Youth Judging on Sunday.

The traditional Amelia Concours d'Elegance takes center stage on Sunday. Our 2022 field boasts more than 225 of the most significant classic and historic vehicles on Planet Earth. The cherry on top of Sunday's sundae? We'll honor Floyd "Chip" Ganassi Jr., former racing driver, current team owner, and member of the Motorsports Hall of Fame of America, with a special class of cars from his incredible life and career.

Hagerty is so honored to produce and present this year's Amelia. We hope you enjoy it.

Let's ride together!

McKeel Hagerty

Since 1996, the Amelia Concours d'Elegance has, in the words of our friend, Founder and Chairman Emeritus Bill Warner, sought to "infuse the calm, traditional concours environment with the energy of motorsports." And let's not forget the special "twinkle in the eye" that has made Amelia a favorite for so many for so long.

As Hagerty takes the wheel for this, the 27th edition of this marvelous show, we have two goals. The first is to honor and preserve what made this event special all these years: wonderful cars, people, judges, and automotive celebrities in the beautiful setting of the Ritz-Carlton Amelia Island. The second goal is to bring some Hagerty "secret sauce" to the event and to recognize that this is not just a Sunday concours d'elegance.

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**THE RITZ-CARLTON**

AMELIA ISLAND



# FOUNDER'S REPORT



reach a younger audience and, at 78, everyone is the younger audience. As Founder and Chairman Emeritus, I will continue to advise the Hagerty team. Rest assured, I will champion the racing theme and quirkiness for which we have become recognized.

For 26 years, I have had the privilege of meeting more amazing drivers and movers and shakers of the motorsport and the automobile industries than one could imagine. World champions—multiple Le Mans, Daytona, Indianapolis, and Sebring winners, designers, fabricators, and crew chiefs. We established entertaining and educational seminars featuring the icons of racing and automotive design. Along the way, I learned (sometimes the hard way) what worked and what didn't.

I had a vision as to what I wanted the concours to look like and did not deviate from that vision...well, most of the time. We had tremendous challenges, e.g., political, financial, weather, and COVID-19. I was proud to be able to say that we had shows in the COVID-19 years of 2020 and 2021. Sometimes it is better to be lucky than smart. Twice we moved the show by one day to avoid Florida's unpredictable weather. Many said it could not be done. I remember the glassy stare I got from the staff when I made the decision to move the show by a day. But they did it, and successfully. Leadership *always* requires a good team.

It has been a great ride, and when I look at the names we honored, I feel so blessed to know these greats and, in many cases, their families.

My life has been incredibly blessed by the people and their moments at Amelia. It has also been blessed by a wonderful supportive wife, Jane, and family who gave me the time to mold my dream. It just doesn't get any better.

To all our Amelia team, the 750 volunteers, the sponsors that made it possible: Thanks for the memories. Now on with the show.

Bill Warner

**M**ore than a year ago, McKeel Hagerty and I discussed the future of The Amelia and what my plans were to be. They were simple: Avoid the Bill Warner Memorial Trophy.

The baton needed to be passed. But to whom? I realized that what was exciting to me and reflected the cars of my youth may or may not be quite as attractive to the younger enthusiast. Amelia needed a champion that would carry on the vibe of the concours, a vibe that is distinctly "The Amelia." To innovate but honor the foundation of the award-winning event. To carry on the legacy. After careful consideration, the decision was made to roll the Amelia Island Concours d'Elegance Foundation into the Hagerty Foundation and sell the brand and logo to Hagerty.

In doing so, I realize that changes will be made to

# COMMITTEES AND STAFF

**Honoree**

Chip Ganassi

**Chairman**

McKeel Hagerty

**Founder and Chairman Emeritus**

Bill Warner

**Concours Event Director**

Matt Orendac

**Director of Entrants and Judges**

N. Mark Becker

**Director of Event Operations**

Tim Pendergast

**Director of Event Communications**

Chris Brewer

**Event Project Manager**

Jennifer L. Grosse

**Lead Event Coordinator**

Hillary Ascroft

**Events Sponsorship Director**

Maya Bargar

**Events Vendor Liaison**

Dawn Castillo

**Director of Cars & Caffeine and Volunteers**

Brian Webber

**Entrant Liaison**

Jan Stickle

**Hospitality Liaison**

Hilary Becker

**Chief Judge**

David Schultz

**Lead Judge**

Dr. Paul Sable

**Lead Judge**

Nigel Matthews

**Master of Ceremonies Concours d'Elegance**

Max Girardo, Bill Rothermel

**Master of Ceremonies Cars & Community**

Justin Bell, Max Girardo

**Hotel Contracting**

Bill Fassbender

**Historian**

Charles Dressing

**Island Liaison**

Capt. Steve Duba, USN (ret.)

**Silent Auction**

Dana Shewmake, Demery Webber,  
Melissa Butler, Fran Butler

**Tents and Field Displays**

Eric Allman, Jill Ivey  
Kirby Rentals LLC

**The Golf Club of Amelia Island**

Gil Cote, *General Manager*  
Stephen Logan, *Superintendent*

**The Ritz-Carlton, Amelia Island**

Greg Cook, *General Manager*  
Peggy Goosen, *Director of Sales*

**Volunteer Coordinator**

Alison Douglas

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# SCHEDULE OF EVENTS



## **The Amelia Concours d'Elegance | Honoring Chip Ganassi**

- Featuring The Cars of Chip Ganassi, 60th Anniversary of the 24 Hours of Daytona
- 70th Anniversary of the 12 Hours of Sebring, 75th Anniversary of Ferrari
- 100th Anniversary of Lincoln, Featured Coachbuilder: Waterhouse, Rare Japanese Sports Cars
- Aluminum Racing Porsches, Davis Automobiles, Motorcycles: Poster Bikes

## **Thursday, March 3, 2022 | RM Sotheby's Amelia Island Auction Preview**

*The Ritz-Carlton Ballroom, Ocean Front Lawn and Courtyard*

- Guardians of Porsche Wine Maker's Dinner

## **Friday, March 4, 2022 | The Porsche Driving Experience Presented by Porsche Cars of North America**

- Reliable Carriers Eight Flags Road Tour
- RM Sotheby's Amelia Island Preview,  
*The Ritz-Carlton Ballroom, Ocean Front Lawn and Courtyard*
- 36 Hours of Florida Friday Seminar: A seminar hosted by NASCAR Hall of Fame crew chief Ray Evernham to tell stories of racing in Florida's two storied, epic endurance races. Panelists scheduled to appear include (subject to change) Chip Ganassi, Scott Pruett, Wayne Taylor, Ricky Taylor, Bobby Rahal, and Geoff Brabham
- Manufacturers Ride & Drive
- Hagerty Ride & Drive
- Amelia Concours Silent Auction

## **Saturday, March 5, 2022 | Cars & Community, Presented by Griot's Garage**

- Featuring Radwood and Concours d'Lemons
- Cars & Caffeine Presented by Revs Institute
- NASCAR Saturday Seminar Panel: A seminar hosted by NASCAR Hall of Fame crew chief Ray Evernham to celebrate pivotal moments in NASCAR history. Panelists scheduled to appear include (subject to change) Rusty Wallace, Bill Elliott, Kyle Petty, Jeff Hammond and Mike Helton
- Manufacturers Ride & Drive
- Hagerty Ride and Drive
- RM Sotheby's Amelia Island Auction Preview,  
*The Ritz-Carlton Ballroom, Ocean Front Lawn and Courtyard*
- Amelia Concours Silent Auction
- Automotive and luxury and lifestyle vendors, *The Ritz-Carlton and Show Field*
- MotorXpo Vendors and Concessions
- RM Sotheby's Amelia Island Auction, *The Ritz-Carlton Ballroom*
- Saturday Honoree Dinner, *The Ritz-Carlton, Talbot Ballroom*

## **Sunday, March 6, 2022 | The Amelia Concours d'Elegance**

*10th and 18th Fairways of The Golf Club of Amelia Island*

- MotorXpo Vendors and Concessions
- Automotive and luxury lifestyle vendors, *Show Field*

### **Concours Kid Zone**

- Slot Car Racing
- Game Platform Racing Simulators

### **Lakeside Festival Experience**

- Beer Garden
- Jumbotron Program
- Contemporary Supercar Display

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## Concours Awards

Best in Show Concours d'Elegance

Best in Show Concours de Sport

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## Specialty Awards

The Chopard Watch Award

The Indy Motor Speedway/  
Tony Hulman Award

The Chairman's Choice Award

The International  
Motor Sports Association Award

The Grand Sport Trophy

The People's Choice Award

The General Motors/Dave Hollis Award

The David and Lisa Helmer Award

The Claude Nolan Cadillac Award

The Judge John North Award

The Porsche Trophy

The Andial Trophy

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

The Gil Nickel/Far Niente Award

Hagerty Drivers Foundation  
Automotive Heritage Award

The Sandra Alford Fashion Trophy

The Wind In Your Face Award

The Founder's Award

The Spirit of the 1000 Miglia Award

The Craftsman/  
Phil Hill Restorers Award – Production

The Craftsman/  
Phil Hill Restorers Award – Sports/Race

The Denise McCluggage Trophy

The Nelson Ledges Road Course Specialty  
Award, presented by Brian Ross

The Amelia Island Award

The BMW NA Trophy

Hagerty Drivers Foundation/  
FIVA Preservation Award

The Tampa Bay Automobile  
Museum Award

The Spirit of the Concours Trophy

The YouTube Award



**McLaren**

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A ROAD LESS CROWDED



**ARTURA**

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# 2022 ENTRIES BY CLASS



## Cars of Chip Ganassi

### 1968 Porsche 907 Coupe

Bruce Canepa  
Scotts Valley, CA

### 1985 March 85G

Eric Edenhalm  
Scottsdale, AZ

### 2004 Riley MKX-004

Chip Ganassi Racing  
Indianapolis, IN

### 2006 Dallara IRA 01

Chip Ganassi Racing  
Indianapolis, IN

### 2010 Chevrolet Impala

Chip Ganassi Racing  
Indianapolis, IN

### 2016 Ford GT LM

Rob Kauffman  
Charlotte, NC

### 2016 Ford GT LM

JW Motorsports  
Lenexa, KS

## American Classic 1920–1930

### 1920 Packard Twin Six 335

Timothy Heywood  
Frankfort, IL

### 1928 Auburn 8-115 Speedster

Richard and Helen Harding  
Beavercreek, OH

### 1929 Cord L-29 Cabriolet

Gregory V. Ornazian  
Troy, MI

### 1929 Hudson Series L Dual Cowl Sport Phaeton

Scott and Suzy Spiro  
Livingston, NJ

### 1929 Rolls-Royce Phantom I Lonsdale Limousine

Rose Lewis  
Pinecrest, FL

### 1930 Cadillac V-16 Roadster

John D. Groendyke  
Enid, OK

### 1930 Packard Deluxe Eight 745

Lynn and Michael Harling  
Dallas, TX

## American Classic 1931–1932

### 1931 Cadillac Phaeton

David and Kathy Gano  
Salem, OH

### 1931 Chrysler Imperial Roadster

Gallery 260 Limited  
Toronto, Ontario, Canada

### 1931 Marmon V-16

Calvin and Janet High  
Willow Street, PA

### 1932 Chrysler Imperial

William and Tina Sipko  
Windber, PA

### 1932 Packard 906 Twin Six Sport Phaeton by Dietrich

The Bob Bahre Collection  
Paris, ME

## American Classic 1933–1948

### 1933 Pierce-Arrow Silver Arrow

Jill and Charles Mitchell  
Stuart, FL

### 1933 LaSalle Convertible Coupe

Dave and Linda Kane  
Bernardsville, NJ

### 1933 Packard Twelve Dietrich Victoria

Philip Ernst Richter  
Wellington, FL

### 1934 Ford Brewster Town Car

The Richard H. Driehaus Automobile  
Collection  
Chicago, IL

### 1935 Cadillac V-16 Coupe

Jean and Don Ghareeb  
Birmingham, AL

### 1935 Packard 1500 Convertible Victoria

The Marano Collection  
Garwood, NJ

### 1937 Cord 812

Laura and Jack Boyd Smith, Jr.  
Elkhart, IN

### 1939 Packard Convertible Coupe

DeNean Stafford / Lee Wolff  
Chagrin Falls, OH

## American Limited Production ('50s/'60s)

### 1955 Chrysler 300

Robert and Jackie Lederer  
South Barrington, IL

### 1956 Packard Caribbean Convertible

Warren Wubker  
Mount Dora, FL

### 1957 Mercury Monterey Convertible

American Muscle Car Museum  
Melbourne, FL

### 1957 Oldsmobile Starfire 98 Holiday Coupe

Larry and Darrel Cole  
Mount Dora, FL

### 1958 Pontiac Parisienne Convertible

Steven Plunkett  
London, Ontario, Canada

### 1959 Cadillac Biarritz

Joseph and Margie Cassini III  
West Orange, NJ

### 1959 Chevrolet Impala

David and Lisa Helmer  
Amelia Island, FL

### 1963 Studebaker Avanti R2

Bruce and Mary Earlin  
Dunnellon, FL

## Duesenberg

### 1929 Duesenberg J-187 Clear Vision Sedan

Bill and Barbara Parfet  
Hickory Corners, MI

### 1929 Duesenberg J-355

John P. Shibles  
Sea Girt, NJ

### 1930 Duesenberg J Town Car

Nic Waller  
Newport, RI

### 1930 Duesenberg J-347 Dual Cowl

Ross and Beth Myers  
Boyetown, PA

### 1931 Duesenberg J-434 Roadster

Don Bernstein and Patt Taylor  
Clarks Summit, PA

### 1933 Duesenberg SJ-478

North Collection  
St. Michaels, MD

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# 2022 ENTRIES BY CLASS



**1934 Duesenberg J-531 Convertible Coupe**  
Harry Yeaggy  
Cincinnati, OH

## Davis Three-Wheelers

**1947 Davis Baby**  
Lane Motor Museum  
Nashville, TN

**1948 Davis Divan**  
Lane Motor Museum  
Nashville, TN

**1948 Davis Divan**  
Wayne Carini  
Portland, CT

**1948 Davis Divan**  
Myron and Kim Vernis  
Akron, OH

**1948 Davis Divan**  
Petersen Automotive Museum  
Los Angeles, CA

**1949 Davis Military**  
Bruce Feuerstein  
Belding, MI

## 60th Anniversary of the Daytona 24 Hour

**1967 Ferrari 330 P3/4**  
MJJV Cars LLC  
Sleepy Hollow, NY

**1969 Porsche 917K**  
Canepa Motorsports  
Scotts Valley, CA

**1973 Porsche 911 RSR**  
Gunnar Racing  
West Palm Beach, FL

**1983 Porsche Andial 935 L**  
Swap Shop Racing  
Fort Lauderdale, FL

**1995 Porsche Kremer K8 Spyder**  
Nic Waller  
Newport, RI

**1996 Riley & Scott Mk III**  
Wally Owens  
Deer Island, FL

**1996 Riley & Scott Mk III**  
Al Petkus  
Burr Ridge, IL

**1997 Porsche 911 933 RSR**  
David MacNeil  
Fort Lauderdale, FL

**1997 Porsche 911 933 RSR**  
David MacNeil  
Fort Lauderdale, FL

**1997 Porsche 911 Carrera Cup 933 RSR**  
David MacNeil  
Fort Lauderdale, FL

**2005 Crawford-Porsche DP03**  
Theo Ruijgh  
Tavares, FL

**2019 Cadillac Dpi-V.R**  
Jackson Collection  
Ellicott City, MD

## Ferrari's 75th Anniversary

**1950 Ferrari 166 MM**  
Brian and Kimberly Ross  
Cortland, OH

**1953 Ferrari 375 MM Pinin Farina Spyder**  
Les Wexner  
New Albany, OH

**1958 Ferrari 250 GT LWB Berlinetta Tour de France**  
Roy Brod  
Lancaster, PA

**1962 Ferrari 250 GTO**  
Rare Wheels Collection  
Windermere, FL

**1963 Ferrari 250 California Spyder SWB**  
Rare Wheels Collection  
Windermere, FL

**1967 Ferrari 275 GTB/4S NART Spyder**  
Private Collection  
Cincinnati, OH

**1971 Ferrari 365 GTB/4**  
HS Motorcars, LLC  
Helena, MT

**1973 Ferrari Dino 246 GTS**  
Rick and Suzanne Race  
Stuart, FL

**1985 Ferrari 288 GTO**  
Amine Collection  
Coconut Grove, FL

**1985 Ferrari 512 BBi**  
Peter Kalikow  
New York, NY

**1990 Ferrari F40**  
David MacNeil  
Fort Lauderdale, FL

**1995 Ferrari F50**  
F. C. "Duke" Steinemann, Jr  
Ponte Vedra Beach, FL

**2003 Ferrari Enzo**  
David MacNeil  
Fort Lauderdale, FL

**2017 Ferrari LaFerrari Aperta**  
Rare Wheels Collection  
Windermere, FL

**2021 Ferrari Monza SP2**  
Wetherill Collection  
Orlando, FL

## 90th Anniversary of the '32 Ford

**1932 Ford B**  
Kim McCullough  
Pompton Plains, NJ

**1932 Ford Roadster**  
Fleetwood Garage Collection  
Elkton, MD

**1932 Ford Roadster**  
Mr. and Mrs. Jeffrey Goldstein  
Warwick, RI

**1932 Ford Roadster**  
Gonzon Collection  
Newark, DE

**1932 Ford Roadster**  
Ken Gross  
Hamilton, VA

**1932 Ford Roadster**  
Bruce Meyer  
Beverly Hills, CA

**1932 Ford Roadster**  
Ross and Beth Myers  
Boyertown, PA

**1932 Ford Roadster**  
Bill Warner  
Jacksonville, FL

**1932 Ford V8 "Ray Brown Roadster"**  
Petersen Automotive Museum  
Los Angeles, CA

## Gurney Eagles

**1966 Gurney Eagle**  
Rob Dyson  
Poughkeepsie, NY

**1966 Gurney Eagle Indy Car**  
The Bobby Rahal Collection  
Ponte Vedra Beach, FL



BLACK  BADGE  
GHOST

BOLDER IN BLACK

A powerful force emerging from the shadows.  
Bolder in expression, bolder in performance, bolder in attitude.

**Discover Black Badge Ghost.**



ROLLS-ROYCE  
MOTOR CARS

# 2022 ENTRIES BY CLASS



## 1966 Gurney Eagle Indy Car

Canepa Motorsports  
Scotts Valley, CA

## 1967 Gurney Eagle Mark III

William E. (Chip) Connor  
Hong Kong

## 1967 Gurney Eagle Weslake Mk 1 Formula 1

Miles Collier Collections at Revs Institute  
Naples, FL

## 1967 Gurney Eagle

Rob Dyson  
Poughkeepsie, NY

## 1969 Gurney AAR Eagle Indy Car

Ray Evernham  
Mooresville, NC

## 1970 Gurney Eagle 800 Series

Chuck Jones  
Stevensville, MI

## 1974 Jorgensen Eagle 7400 USAC

Miles Collier Collections at Revs Institute  
Naples, FL

## 1975 Gurney Eagle Formula 5000

Thomas E. and Sharon J. Malloy Foundation, Inc.  
Corona, CA

## Horseless Carriage (30+ HP)

### 1903 Cadillac "A" Rear Entrance Tonneau

Jim and Donna Elliott  
Yorktown, PA

### 1903 Franklin Model A

Anne and Dan Russell  
Williamsport, MD

### 1904 Knox

Seal Cove Auto Museum  
Seal Cove, ME

### 1907 Ford Model N

Robert D. Richmon  
Henrico, VA

### 1909 Sears Model J

Van Thurston  
Lakemont, GA

### 1910 Packard Model 18

Robert McKeown  
Pittsburgh, PA

### 1911 Cadillac Model 30

Brian and Trish White  
Apex, NC

## Indy Roadsters

### 1952 Kurtis Roadster

Cummins Engine Company  
Columbus, IN

### 1953 Kurtis 500B

Canepa Motorsports  
Scotts Valley, CA

### 1956 Kurtis Kraft 500G Dayton Steel Foundry Special

Bruce R. McCaw  
Bellevue, WA

### 1959 Epperly Indy Roadster

Ross and Tracy Roberts  
Mount Juliet, TN

### 1962 Lesovsky Indy Roadster

Thomas E. & Sharon J. Malloy Foundation, Inc.  
Corona, CA

### 1963 Watson Indy Roadster

George T Lyons  
Erie, PA

### 1963 Watson Konstant Hot

The Brumos Collection  
Jacksonville, FL

### 1963 Watson

Indianapolis Motor Speedway Museum  
Indianapolis, IN

## Rare Japanese Sports Cars

### 1966 Hino Contessa 1300S

Myron and Kim Vernis  
Akron, OH

### 1966 Honda S600 Coupe

Peter Cunningham  
Saukville, WI

### 1967 Mazda Cosmo Sport 110S

Michael Malamut  
Thousand Oaks, CA

### 1967 Toyota 2000GT

The Bobby Rahal Collection  
Ponte Vedra Beach, FL

### 1967 Toyota Sports 800 UP15L

Mark and Newie Brinker  
Houston, TX

### 1970 Isuzu Bellett GT-R

Mark and Newie Brinker  
Houston, TX

### 1970 Nissan Z 432

Paul Felker  
St. Augustine, FL

## 1972 Nissan Skyline GT-R

Justin Felker  
St. Augustine, FL

## 100th Anniversary of Lincoln

### 1924 Lincoln L Brunn Limousine

Rick and Elaine Schmidt  
Ocala, FL

### 1928 Lincoln L

Steve and Susan Babinsky  
Lebanon, NJ

### 1932 Lincoln KB Dietrich Coupe

Bill and Barbara Parfet  
Hickory Corners, MI

### 1937 Lincoln Zephyr Coupe

The NB Center for American Automotive Heritage  
Allentown, PA

### 1940 Lincoln Zephyr Continental

Rick and Elaine Schmidt  
Ocala, FL

### 1952 Lincoln Six-Passenger Capri Convertible Coupe

Bill and Cheri Culver  
Metairie, LA

### 1956 Continental Mark II Two-Door Coupe

Tom and Kathy Wholley  
South Windsor, CT

### 1961 Lincoln Continental Four-Door Sedan

Don and Donna McCullen  
Ocala, FL

## Motorcycles

### 1975 Norton John Player Norton

Randy Baxter  
Marne, IA

### 1988 Ducati 851 Tricolore Kit

Alberto and Rossana Sisso Collection  
Fort Lauderdale, FL

### 1990 Honda VFR750R RC30

Legendary Sportbikes Collection  
Bloomington, IN

### 1990 Yamaha FZR750R-R OW01

Legendary Sportbikes Collection  
Bloomington, IN

### 1992 Bimota Tesi 1Dsr

Robert Steinbugler  
Raleigh, NC



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# 2022 ENTRIES BY CLASS



## **1992 Moto Guzzi Daytona**

**Dr. John Replica**  
Jim and Sharon Dillard  
Richmond, VA

## **1999 MV Augusta F4 Serie Oro**

Jim and Sharon Dillard  
Richmond, VA

## **NASCAR**

### **1967 Mercury Cyclone**

Len Wood  
Stuart, VA

### **1968 Ford Torino**

John and Jean Craft  
DeLand, FL

### **1969 Dodge Daytona**

Ray Evernham and  
Greg Kwiatkowski  
 Mooresville, NC

### **1970 Plymouth Superbird**

Douglas Schellinger  
New Berlin, WI

### **1972 Dodge Charger**

Hajek Motorsports  
Ames, OK

### **1972 Dodge Charger**

John Kyle  
Davie, FL

### **1987 Ford Thunderbird**

Georgia Racing Hall of Fame  
Dawsonville, GA

### **1994 Chevrolet Lumina**

Hendrick Motorsports  
Charlotte, NC

### **1999 Chevrolet Monte Carlo**

Richard Childress Racing  
Welcome, NC

### **2000 Ford Taurus**

Rusty Wallace, Inc.  
 Mooresville, NC

## **Porsche (Aluminum Race Cars)**

### **1949 Porsche 356/2 SL**

Cameron Healy and Suzy Snow  
Portland, OR

### **1955 Porsche 550**

The Brumos Collection  
Jacksonville, FL

### **1955 Porsche 550A**

Jerry Seinfeld  
New York, NY

### **1959 Porsche 718 RSK**

Miles Collier Collections at Revs  
Institute  
Naples, FL

### **1959 Porsche RSK-718 Center Seat**

Rick Grant  
Dayton, OH

### **1960 Porsche RS60**

The JSL Motorsports Collection  
Redwood City, CA

### **1961 Porsche 356B Carrera**

**Abarth GTL**  
Ingram Collection  
Durham, NC

## **Prewar Custom Coachwork**

### **1930 Du Pont Model G Special Sport Sedan**

Capricorn Collection  
McLean, VA

### **1933 Alfa Romeo 6C 1750**

**Castagna Drophead**  
Bruce and Rebecca Vanyo  
Greenwich, CT

### **1934 Rolls-Royce Phantom II Special Brougham**

David and Teresa Disiere  
Southlake, TX

### **1937 Delage D8-120**

Paul and Linda Gould  
Pawling, NY

### **1937 Delage**

OFF Brothers-Bill Johnston and  
Ron Elenbaas  
Richland, MI

### **1937 Peugeot Darl'mat 302**

Tampa Bay Automobile Museum  
Pinellas Park, FL

### **1937 Rolls-Royce Phantom III**

Valerie and Aaron Weiss  
San Marino, CA

### **1939 Alfa Romeo 6C 2500 Sport**

**Berlinetta**  
Maine Classic Car Museum  
Arundel, ME

## **Race Cars Prewar**

### **1921 Duesenberg 183**

Rob Kauffman  
Charlotte, NC

### **1925 Vauxhall 30-98**

Chip and Sharon Wright  
New Port Richey, FL

### **1929 Bentley "Old Number One"**

Bruce R. McCaw  
Bellevue, WA

### **1929 Tracta A**

Tampa Bay Automobile Museum  
Pinellas Park, FL

### **1934 Railton Trials Car**

Steven and Kathryn Cosby  
Westfield, IN

### **1938 BMW 328 Roadster**

Stéphane Sertang  
Overijse, Vlaams-Brabant, Belgium

### **1938 Sparks-Thorne Little Six Indianapolis Roadster**

Joseph Freeman  
Boston, MA

## **Rolls-Royce Silver Ghost**

### **1910 Rolls-Royce Silver Ghost**

Sierra Collection  
Odessa, FL

### **1911 Rolls-Royce Silver Ghost**

Don Wathne  
Johns Island, SC

### **1914 Rolls-Royce Silver Ghost**

Sam and Emily Mann  
Englewood, NJ

### **1914 Rolls-Royce Silver Ghost**

Molly and Norm Shanklin  
Wilton, NH

### **1914 Rolls-Royce Silver Ghost Touring**

Richard Buckingham  
London, United Kingdom

### **1915 Rolls-Royce Silver Ghost**

Carol Bray  
Grosse Ile, MI

### **1923 Rolls-Royce Silver Ghost Pall Mall**

Russ and Donna Boyle  
Hudson, FL

### **1924 Rolls-Royce Silver Ghost**

**Picadilly Roadster**  
The Suskin Collection  
Atlanta, GA



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# 2022 ENTRIES BY CLASS



## Sports and GT Cars (Prewar)

### 1933 MG J2

Robert Carr  
Palm Harbor, FL

### 1934 SS1 Tourer

Chris and Caryn Lapinski  
Bluffton, SC

### 1935 Georges Irat 6CV

Frank Rubino  
Pinecrest, FL

### 1935 SS1 Airline Coupe

Jim and Lisa Hendrix  
Chesterfield, MO

### 1938 Jaguar SS100

Wayne Carini  
Portland, CT

## Sports and GT Cars (1946–1957)

### 1950 Alfa Romeo 6C 2500

OFF Brothers Collection-Bill  
Johnston and Ron Elenbaas  
Richland, MI

### 1952 Fiat-Siata 1500 Coupe Speciale by Gilco

Don and Carol Murray  
Scottsdale, AZ

### 1952 Glasspar G2 Sport

Mike Stowe  
Boyne City, AZ

### 1953 Delahaye 178

Petersen Automotive Museum  
Los Angeles, CA

### 1953 Siata 208 CS

Kim and Stephen Bruno  
Boca Raton, FL

### 1954 Victress S1-A

The Dirkin Collection  
Clermont, FL

### 1957 Allard Palm Beach Mk II GT

Jim and Stacie Weddle  
St. Louis, MO

### 1957 Mercedes-Benz 300SL

Roadster  
Lorenzo Triana  
Plano, TX

## Sports and GT Cars (1958–1972)

### 1959 Jaguar XK150 S

Dr. Wellington and Janet Morton  
St. Johns, FL

### 1961 Aston Martin DB4 Mk II

Bill Treffert  
Naples, FL

### 1962 Austin-Healey 3000 MKII BN7

Eric Hoover and Deborah Gaynor  
Santa Fe, NM

### 1963 Porsche 901 Prototype

Don and Diane Meluzio  
York, PA

### 1964 Ghia L 6.4 Coupe

Mark Hyman  
St. Louis, MO

### 1965 Aston Martin DB5C Convertible

Jim Utaski  
Skillman, NJ

### 1966 Cannara 1

The Dirkin Collection  
Clermont, FL

### 1966 Shelby Cobra

Mike and Melissa Shelton  
Alexandria, LA

### 1967 Iso Grifo

Ivan Ruiz  
Dawsonville, GA

### 1969 Alfa Romeo 1750 GTV

Cogan Collection  
Louisville, KY

### 1969 Asteroid Show Car

Geoffrey Hacker  
Tampa, FL

### 1972 Maserati Ghibli Spyder SS

Jim Taylor  
Gloversville, NY

## Sebring Class

### 1952 Cunningham C4-R

Miles Collier Collections at  
Revs Institute  
Naples, FL

### 1953 Kurtis 500S

Jim and Stacey Weddle  
St. Louis, MO

### 1959 Ferrari 250 TR-59

The JSL Motorsports Collection  
Redwood City, CA

### 1973 Porsche 911 Carrera RSR

Black Wolf Collection  
Crystal Bay, NV

### 1985 Porsche Fabcar

John Higgins  
Kettering, OH

### 1990 Fabcar Porsche 993

Alex Job and Theo Ruijgh  
Tavares, FL

### 1994 Porsche 962

Swap Shop Racing  
Fort Lauderdale, FL

### 1999 BMW V-12 LMR

BMW USA Classic Collection  
Woodcliff Lake, NJ

### 2001 Audi R8

Black Wolf Collection  
Crystal Bay, NV

## Waterhouse

### 1929 Du Pont G Le Mans Speedster

Mary and Ted Stahl  
Chesterfield, MI

### 1929 Du Pont Model G Club Sedan

Capricorn Collection  
McLean, VA

### 1929 Du Pont Model G Convertible Coupe Roadster

Evergreen Historic Automobiles  
Lebanon, MO

### 1930 Packard 745 Deluxe Eight Victoria Convertible

Tom Laferriere  
Smithfield, VA

### 1930 Packard Deluxe 8 745 Convertible Victoria

Auburn Cord Duesenberg  
Automobile Museum  
Auburn, IN

### 1931 Chrysler 8 CG Imperial Convertible Victoria

Hank Hallowell III  
Huntingdon Valley, PA

### 1931 Lincoln 8 K Victoria Convertible

Christine and Johnny Crowell  
San Ramon, CA

### 1932 Marmon Sixteen

Mary Williams  
Gates Mills, OH

### 1933 Stutz DV-32 Convertible Victoria

Lehrman Collection  
Palm Beach, FL

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Fernandina Beach Golf Club

**MARCH 4 Gooding & Co Amelia Island Auction**  
Omni Amelia Island Resort

**MARCH 3-5 RM Sotheby's Previews and Auction**  
The Ritz-Carlton, Amelia Island

**MARCH 4 Porsche Driving Experience**  
Fernandina Beach Municipal Airport

**MARCH 4-5 Manufacturers Ride & Drive**  
The Ritz-Carlton, Amelia Island

**MARCH 4 Reliable Carriers' 8 Flags Road Tour**  
Downtown Centre Street

**MARCH 4 Werks Reunion Amelia Island**  
Amelia River Golf Club

**MARCH 5 Cars & Community Presented by Griot's Garage**  
The Golf Club of Amelia Island

**MARCH 6 The Amelia Concours d'Elegance**  
The Golf Club of Amelia Island

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## David Schultz | Chief Judge

David Schultz has been a vintage car enthusiast for more than 50 years. He considers himself first and foremost an automotive historian rather than a car collector. In addition to serving as chief judge at the Amelia Concours d'Elegance, he is chairman of the Lincoln Motor Car Foundation (which oversaw construction of the Lincoln Motor Car Heritage Museum & Research Center) and is president of the Lincoln Owners Club. He is a past president of the Classic Car Club of America. He served as executive director of the Glenmoor Gathering from 2003–2012 and in the same capacity at the Concours d'Elegance at Stan Hywet Hall & Gardens in 2014. A former editor of the Lincoln Owners Club magazine, *The Fork & Blade*, he is a columnist for *Hemmings Classic Car*.

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## Dr. Paul Sable | Co-Lead 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. In 2015, Paul marked his retirement as chief judge after more than 15 years.

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## Nigel Matthews | Co-Lead Judge

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

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## Matt Anderson

**Area of Expertise:** Early Ford, postwar American.

**Profession:** Matt Anderson is curator of transportation at the prestigious Henry Ford Museum (The Henry Ford) in Dearborn, Michigan. Before that, he was the manager of collections for the Studebaker Museum in South Bend, Indiana.

**Fun Fact:** We just opened an all-new exhibit on American auto racing at The Henry Ford.

## Steve Babinsky

### Kim Barnes

**Area of Expertise:** Postwar British, French, Swedish, and American; muscle cars; microcars.

**Affiliations:** AACA, NCRS, Greenbrier Concours, Radnor Hunt Concours, Hilton Head Concours, St. Michaels Concours, Atlanta Concours, and marque specialty events.

**Profession:** Commercial business manager.

**Fun Fact:** I collect special-edition cars, including a Citroën 2CV covered in cartoon images of a duck and a Barracuda Mod Top with a floral roof and seats.

## Ellen Bireley

**Area of Expertise:** Race cars.

**Affiliations:** Indianapolis Motor Speedway Hall of Fame Museum.

**Profession:** Retired director of the Indianapolis Motor Speedway Hall of Fame Museum.

**Fun Fact:** Ellen Bireley has been around racing her whole life and was director of the Indianapolis Motor Speedway Hall of Fame Museum from 1998 until 2017. She was responsible for one of the premier automobile collections in the world. She also served as the curator of the collection and museum exhibits. Bireley specializes in open-wheel race cars that ran in the Indianapolis 500 Mile Race.

## Ed Bolian

**Areas of Expertise:** Modern supercars, social media, Cannonball.

**Affiliations:** Lamborghini Club of America, Ferrari Club of America, YouTube, Cannonball.

**Profession:** YouTuber & technology entrepreneur.

**Fun Fact:** Set the New York to Los Angeles Cannonball Record in 2013.

## Carl Bomstead

**Area of Expertise:** Classics, American 50s including Corvettes.

**Affiliations:** CCCA, *Sports Car Market*.

**Profession:** Automotive journalist.

**Fun Fact:** Carl Bomstead purchased and customized his first car a year before he had his driver's license; 100 or more collector cars have occupied space in his garage since then.

## Peter Brock

**Area of Expertise:** Automotive design and 1950s and later vehicles.

**Affiliations:** RRDC Phil Hill Award winner. Motorsports Hall of Fame Inductee 2022. Lifetime achievements awards from Art Center College, EyesOn Design, and Las Vegas Concours. International Automotive Media Lifetime Achievement Award.

**Profession:** Along with his wife, Gayle, Brock owns Aerovault.

**Fun Fact:** Best known for his designs of Chevrolet's 1959 Corvette Sting Ray Prototype and Carroll Shelby's 1965 World Championship-winning Daytona Cobra Coupes, Peter Brock also penned the iconic lines for Shelby's famed twin-striped GT350 Mustangs.

## Wayne Carini

**Area of Expertise:** Cars and motorcycles.

**Affiliations:** CCCA, AACA, columnist for *Hagerty Drivers Club* magazine.

**Profession:** Historic automotive restoration expert, host of *Chasing Classic Cars*.

**Fun Fact:** Carini started his career in his father's shop while still in grade school, working together on classics including Duesenbergs, Lincolns, Packards and Ford Model As.

## Wayne Cherry

**Area of Expertise:** Global Design (former GM VP of global design).

**Affiliations:** In 1999, the Global Automotive Elections Foundation nominated Cherry to a group of twenty-five designers competing for Car Designer of the Century. In June, 2013, Cherry received a Lifetime Achievement Award from the Detroit Institute of Ophthalmology.

**Profession:** General Motors designer 1960–2004; GM, Vauxhall/Bedford/Opel/Subaru/Cadillac/GM Global.

**Fun Fact:** Created the VSR in retirement.

## Tom Cotter

**Area of Expertise:** Preservation, Cobras, Cunninghams, race cars.

**Affiliations:** Road Racing Drivers Club, Madison Avenue Sports Car Driving & Chowder Society, Vintage Sports Car Club of America, Society of Automotive Historians.

**Profession:** Host of *Hagerty's Barn Find Hunter*, author.

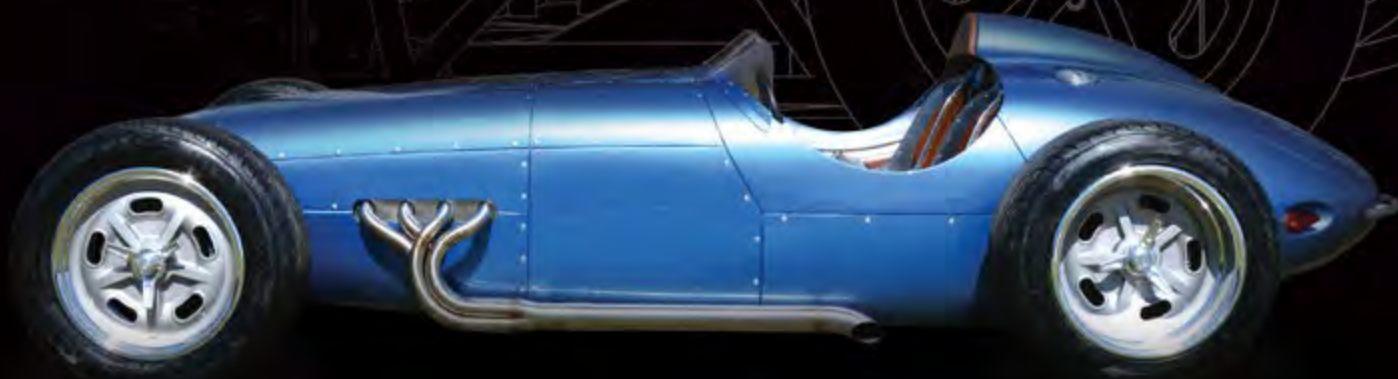
**Fun Fact:** Last summer, I road-raced, drag-raced, and speed-trialed my barn-find Cunningham C3.



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## Jeffrey DeMarey

**Area of Expertise:** Prewar classics and 1960s muscle cars.

**Affiliations:** CCCA national director, member of CCCA Museum Board of Directors, CCCA New England Region director, CCCA master judge. Serves on the Classic Car Club of America's National Board of Directors. Frequent judge at classic car shows, including the Greenwich Concours, The Elegance at Hershey, the Boston Cup on the Boston Common (for the past nine years), and many Classic Car Club of America events.

**Profession:** President of Stonewall Insurance Group, a specialty insurance agency for classic cars, which is Hagerty's sixth-largest agent.

**Fun Fact:** My son and I took the same car to the prom, a 1968 Mustang fastback.

## Chris DeMarey

**Area of Expertise:** Prewar classics and modern muscle.

**Affiliations:** Classic Car Club of America, The Elegance at Hershey.

**Profession:** Student at Bryant University.

**Fun Fact:** The first car I drove was a Model T snowmobile, and I have been a judge at the Greenwich Concours d'Elegance since I was 7 years old.

## Keith Duly

**Area of Expertise:** Italian road and race cars and prewar racing cars.

**Affiliations:** Collector, restorer of personal cars and help others as necessary.

**Profession:** Retired from aircraft industry.

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

## Ben Erickson

**Area of Expertise:** 1930–1950 Talbot-Lagos, 1930–1950 Delahayes, 1960–2000 Maseratis.

**Affiliations:** Pebble Beach Concours d'Elegance, Concours d'Elegance Suisse, 21 Gun Salute, Salon Privé, Audrain Concours, Chantilly Arts & Elegance, Society of Automotive Historians.

**Profession:** Co-author of automotive books, restoration consultant.

**Fun Fact:** The car in which I learned to drive a manual gearbox was an AC Cobra.

## Ray Evernham

**Area of Expertise:** Race cars

**Affiliations:** NASCAR, IROC, SRX.

**Profession:** Evernham is the host of *AmeriCarna* on MotorTrend Network.

**Fun Fact:** His long and successful relationship with Jeff Gordon. The partnership boasts 47 Cup races and three Cup championships.

## Erin Evernham

**Area of Expertise:** Race cars.

**Affiliations:** NASCAR and World of Outlaws.

**Profession:** Race car driver, TV commentator.

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

## Lauren Fix

**Area of Expertise:** Muscle cars and exotic cars.

**Affiliations:** MPA, North American Car of the Year Jury (past president), World Car Jury.

**Profession:** Award-winning writer and auto journalist, auto expert on TV and radio.

**Fun Fact:** We named our daughter Shelby, after Carroll. Husband Paul is the top, award-winning 65–66 Shelby and Mustang restorer.

## Mark Gessler

**Area of Expertise:** Sports, Italian, European, preservation.

**Affiliations:** FIVA, FIA, 1000 Miglia.

## Ralph Gilles

**Area of Expertise:** Automotive design.

**Affiliations:** Radical Racing, SCCA, Viper Owners Association, Alfa Romeo Owners Club, Porsche Club of America. I have frequently served as a judge at various concours d'elegance events across the country, including Pebble Beach and Hilton Head, along with the EyesOn Design car show.

**Profession:** Chief Design Officer, Stellantis.

**Fun Fact:** I love salsa dancing with my wife.

## Doris Gilles

**Area of Expertise:** Planning and organizing fun, car-related experiences.

**Affiliations:** Viper Owners Association, Porsche Club of America, Alfa Romeo Owners Club. **Profession:** Executive Director of a Non-Profit: Project Beautiful - Inside and Out, and Owner of Doris the Explorer Travel Inspiration - Tips - Planning.

**Fun Fact:** I have done nearly 50 HPDE track days at 17 tracks around the country!

## Ken Gross

**Area of Expertise:** American and domestic classic cars, Bugatti, Historic Hot Rods, Open-wheel racing cars, Porsche.

**Affiliations:** CCCA, AACA, EFV8 Club, ACD Club, Airflow Club, Lincoln-Zephyr Club, PCA, IMPA, NACTOY

**Fun Fact:** Although I'm a hot-rod enthusiast, I've been a Classic Car Club of America member for 58 years.

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## Hurley Haywood

**Area of expertise:** Anything Porsche.

**Affiliations:** IMSA, SCCA, Ponte Vedra Club.

**Profession:** Race car driver 40-plus years, VP at Brumos Motor Cars and part owner.

**Fun fact:** Enjoys boating, tennis, cool cars, motorcycles.

## Freddy Hernandez

**Area of expertise:** I turn neglected and wrecked exotic cars into show-winning, museum quality examples and share the process on my YouTube channel.

**Profession:** YouTuber.

**Fun fact:** My most popular project was my rebuild of a minivan that I bought for \$850 from the show, *Pimp My Ride*. No high-dollar exotic on my channel has ever come close.

## David Hinton

**Area of Expertise:** Jaguar, race cars.

**Profession:** President of Historic Sportscars Racing.

**Fun Fact:** Like to restore my own cars. Mostly Jaguars.

## David Hobbs

**Area of Expertise:** Talking too much.

**Affiliations:** Amelia Concours judge 10 years, Greenwich Concours three times.

**Profession:** Former racing driver for 30 years and motorsports TV expert analyst for 41 years. Car dealer.

**Fun Fact:** Drove some (now very) expensive cars: Gulf GT40, Gulf 917, Sunoco Ferrari, and many more.

## Tyler Hoover

**Area of Expertise:** Radwood-era European imports.

**Affiliations:** MBCA, SAAC, SCCA  
**Profession:** YouTuber.

**Fun Fact:** During my first trip to the Amelia Concours in 2011, I tried to drive my Jaguar XJR on the beach, and got stuck! Being an ignorant person from Kansas and seeing other vehicles driving along the shore without issue, I did not think the Jag would have any problems. I made it about 200 yards before digging in, and a nice local in a Wrangler was able to pull me out.

## Jeff Huber

**Area of Expertise:** Early Brass Era.

**Affiliations:** Museum Fabrication Specialist, AACA, Horseless Carriage Club of America.

**Fun Fact:** Started judging Model A Fords at age 15.

## Paul Ianuario Sr.

**Area of Expertise:** Prewar cars, especially Brass Era.

**Affiliations:** Ianuario Sr. is a retired engineer with degrees in engineering, mathematics, and physics Society of Automotive Engineers, Society of Automotive Historians.

**Fun Fact:** He owns an eclectic collection of cars and performs all the restoration work himself. Ianuario received the Lee Iacocca Award for contributions to the automotive culture.

## Robert Ianuario

**Area of Expertise:** Very broad; experience ranges from Brass to modern collectibles.

**Profession:** Attorney.

**Fun Fact:** Took my license test in a bone-stock 1928 Ford.

## Jean Jennings

**Area of Expertise:** Hurley Haywood and I always judge what we call the "Weinermobile class," the weird stuff.

**Affiliations:** I was inducted into the Michigan Journalism Hall of Fame in 2021.

**Profession:** Automotive writer, editor, and video personality.

**Fun Fact:** I worked for a year at the Brumos Collection doing research on the cars in the museum.

## Fred Jones

**Area of Expertise:** American performance/Asian cars.

**Affiliations:** Car Selection Chair/ Board Member Cincinnati Concours d'Elegance (21 years); chief judge, Z Car Club of America (20 years).

**Profession:** Retired chemical management consultant.

**Fun Fact:** Original owner of a 1972 Datsun 240Z, which I have tracked and hill-climbed around the country.

## Robert Joynt

**Area of Expertise:** Prewar.

**Affiliations:** Classic Car Club of America, Auburn Cord Duesenberg Club, VSC

**Fun Fact:** He and his wife, Sheila, are avid collectors of classic cars and transportation objects d'art.

## Prescott Kelly

**Area of Expertise:** Porsches, preservation cars, woody wagons, muscle cars.

**Affiliations:** Society of Automotive Historians, Porsche Club of America, 356 Registry, contributing editor at *Sports Car Market*, contributing editor *Porsche Panorama*.

**Profession:** Purchasing consultant on rare Porsches for 12 collectors.

**Fun Fact:** Raced Porsches for 35 years in SVRA, HSR, SCCA, and HMSA, including a 550, 356GT, 911R, and 911ST.

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## Leslie Kendall

**Area of Expertise:** Automotive history.

**Affiliations:** He is a member of the Society of Automotive Historians, the National Association of Automotive Museums (current board member), the Classic Car Club of America, the Horseless Carriage Club of America, the American Alliance of Museums, and other organizations.

**Profession:** Curator of the Petersen Automotive Museum.

**Fun Fact:** Only first-grade student who knew what a Bugatti was...

## Tommy Kendall

**Area of Expertise:** Racing.

**Profession:** Racing driver, TV host and analyst. Work/worked professionally with AMG.

**Fun Fact:** Owner of an El Gallo, a '73 Olds Rooster Car:-)

## Knox Kershaw

**Area of Expertise:** Classic cars including Duesenberg, prewar Rolls-Royce, vintage Bentley, Hispano-Suiza.

**Affiliations:** Rolls-Royce Owners' Club, Classic Car Club of America, Antique Automobile Club of America.

**Fun Fact:** Over the years, he has owned and restored over 25 classic cars, many of them award-winning cars at Amelia, Pebble Beach and Meadow Brook.

## Christian Kramer

**Area of Expertise:** Mercedes 300SLs and prewar Mercedes-Benz.

**Affiliations:** Chief judge of the 21 Gun Salute. Judge at the Pebble Beach Concours, the Palm Beach Cavallino Classic, Salon Privé, Audrain Concours, La Jolla, and Sydney, Australia. Member of the CCCA, the Gull Wing Group, and The Society of Automotive Historians.

**Profession:** Classic and collector car advisor, value appraiser.

**Fun Fact:** I have driven my Gullwing in the Mille Miglia five times.

## Peter Larsen

**Area of Expertise:** Together with Ben Erickson, Larsen is the author of *Talbot-Lago Grand Sport: The Car from Paris*, *Jacques Saoutchik: Maître Carrossier*, and *The Kellner Affair: Matters of Life and Death*. Specializes in coachwork and coachbuilding, with special focus on the French carrossiers.

**Affiliations:** Judge at the Pebble Beach Concours d'Elegance and member of the Selection Committee. Judge at the Salon Privé, Concours Suisse, 21 Gun Salute, Chantilly Art & Elegance Richard Mille, and Audrain.

**Profession:** Author, appraiser.

**Fun Fact:** I have a soft spot for forgotten strangeness such as the Caballista, the Corvorado, the Kanzler, the Barrister—need I go on?

## Grant Larson

**Area of Expertise:** Porsche, automotive design.

**Profession:** Designer at Porsche. Automotive fanatic.

**Fun Fact:** To really understand and connect with a car, you must hand-wash it. Very slowly.

## Mark Lizewskie

**Area of Expertise:** Prewar European classics, microcars.

**Affiliations:** Rolls-Royce Owners' Club, Bentley Drivers Club, AACA, CCCA, National Association of Automobile Museums, Society of Automotive Historians, The Elegance at Hershey.

**Profession:** Executive director of the Rolls-Royce Owners' Club and Rolls-Royce Foundation.

**Fun Fact:** I've daily-driven a Smart Fortwo over 270,000 miles from new.

## Anthony Lo

**Area of Expertise:** Automotive design.

**Profession:** Chief Design Officer at Ford Motor Co.

**Fun Fact:** He led the development of Renault's award-winning concept cars such as the Dezir, Captur, R-Space and Frenzy, among others.

## James Machinist

**Area of Expertise:** Vintage and modern European vehicles.

**Affiliations:** Various automotive affiliations.

**Profession:** Vice president Hagerty Garage + Social.

**Fun Fact:** My first job was working as a mechanic on vintage race cars.

## Tim McNair

**Area of Expertise:** Ferrari, Mercedes-Benz 300SL, supercars.

**Affiliations:** Ferrari Club of America, chief judge at Radnor Hunt Concours, Pebble Beach Concours class judge, Amelia Concours class judge, Porsche Club of America, Lancia Club, AROC, Gull Wing Group.

**Profession:** President, Grand Prix Concours Preparation.

**Fun Fact:** I have worked on a vast array of cars, from an 1885 Duryea to a 2021 McLaren Speedtail.

## Werner Meier

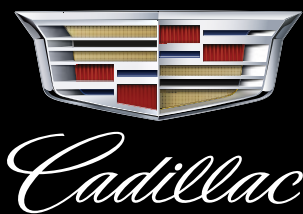
**Area of Expertise:** Postwar domestic sports, muscle and classic.

**Profession:** Automotive engineer, owner of Masterworks Automotive Services.

**Fun Fact:** He and his son Brian own Masterworks Automotive Services, a business in Madison Heights, Michigan, dedicated to restoring and enhancing special-interest vehicles.



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## Dale Miller

**Area of Expertise:** Porsche.

**Affiliations:** Porsche Club of America; Porsche 356 Registry; Society of Automotive Historians, IndyCar RLL team member.

**Fun Fact:** Have driven a car on public roads at 200-plus mph. Dale Miller is an acknowledged expert in Porsche racing cars and has hands-on knowledge of every one of them, from the 550 Spyder to the 917.

## Mark Moskowitz

**Area of Expertise:** Allards, postwar British sports cars, racing cars, and muscle cars.

**Affiliations:** Board of Directors of The Motorsports Hall of Fame of America, member of the International Chief Judge Advisory Group, and served as chief judge at the Monticello Race Car Concours, the Trump Charlotte Concours, and the Miami Concours.

**Profession:** Retired surgeon, amateur racer, and collector. In retirement has contributed to *Sports Car Market* as an auction analyst, Hagerty, Motorious, and ConceptCarz.com.

**Fun Fact:** I refuse to comment on how many are running, but I admit to three Lotus Sevens and an Elan, three Allards, a 1927 Buick, and an early Ford.

## Steve Moskowitz

**Area of Expertise:** Prewar classics and 1960s muscle cars.

**Affiliations:** CCCA national director, member of CCCA Museum Board of Directors, CCCA New England Region director, CCCA master judge.

Serves on the Classic Car Club of America's National Board of Directors. Frequent judge at classic car shows, including the Greenwich Concours, The Elegance at Hershey, the Boston Cup on the Boston Common (for the past nine years), and many Classic Car Club of America events.

## J.C. O'Steen

**Area of Expertise:** Classics and hot rods.

**Affiliations:** Florida Bar Association. Fun Fact: Professional musician.

## John Oates

**Area of Expertise:** 1950s–1960s English and Porsche sports cars.

**Affiliations:** Member PCA.

**Profession:** Musician.

**Fun Fact:** I love to sing and play, but I LOVE TO DRIVE!

## Donald Osborne

**Area of Expertise:** All.

**Affiliations:** American Society of Appraisers, CEO Audrain Group.

**Profession:** Accredited Senior Appraiser.

**Fun Fact:** I don't own a long tie.

## Beth Paretta

**Profession:** Racing team owner. Previous: marketing and operations for SRT/Motorsports at FCA; operations at Aston Martin.

**Fun Fact:** Owns a 1952 Ford F1 pickup that was restored by my dad and brother.

## Diane Parker

**Area of Expertise:** Preservation class + the Hagerty Drivers Foundation National Automotive Heritage Award.

**Affiliations:** VP Hagerty Drivers Foundation; serves on Steering, Marketing, and Grants Committees for America's Automotive Trust; and on the Advisory Committee for the Petersen Business Incubator Program for Women in the Automotive Industry.

**Fun Fact:** I just purchased a vintage Lambretta Scooter.

## Steve Pasteiner

**Area of Expertise:** Cars.

**Affiliations:** He is a graduate of the Art Center College of Design and once headed the Buick design studio.

**Profession:** Founder and president of Advanced Automotive Technologies, Steve Pasteiner is responsible for the creation of the Heritage Corvette.

**Fun Fact:** His collection of cars includes a Maserati Ghibli, a Tatra, and a myriad of prototypes.

## Tom Plucinsky

**Area of Expertise:** BMW

Engineering Excellence Award, post-1970 European sports cars, post-1970 GT race cars.

**Affiliations:** Isolation Island Concours Judge.

**Profession:** Head, BMW Group Product Communications/Public Relations.

**Fun Fact:** A few years back, I took a hiatus from the car hobby and learned to restore/ rebuild mechanical watches.

## Chuck Queener

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

**Affiliations:** Amelia Island, Ferrari Club of America.

**Profession:** Designer and illustrator.

**Fun Fact:** Designed the programs for the Monterey Historics and the Amelia Island Concours for 36 and 26 years, respectively.



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## Mark Raffauf

**Area of Expertise:** IMSA, Can-Am, F1, World Sports Cars.

**Affiliations:** IMSA, FIA Historic Racing Commission.

**Profession:** Senior director of race operations for all seven IMSA-sanctioned series (WeatherTech Sports Car Series, Continental Tire Sports Car Challenge, Ferrari Challenge, Lamborghini Super Trofeo, International Prototype Challenge, Porsche GT3 Cup USA and Porsche GT3 Cup Canada).

**Fun Fact:** Family never owned a car growing up.

## Mark Reuss

**Profession:** President of General Motors

**Fun Fact:** He is a certified industry pool test driver on the North Course of the Nürburgring race track in Germany.

## Ricky Rudd

**Area of Expertise:** NASCAR 1975–2007.

**Profession:** Even though he retired from professional racing, Rudd still races go-karts at GoPro Motorplex in the Charlotte area.

**Fun Fact:** Won 1997 Brickyard 400, 1992 IROC Champion, one of NASCAR top 50 greatest drivers. 23 Cup wins.

## Paul Russell

**Area of Expertise:** Restorer of European sports and prewar grand touring cars, up through 1971.

**Affiliations:** Ferrari Club of America, VSCCA, Gull Wing Group, Bugatti Club of America, ICPFA.

**Profession:** Shop manager.

**Fun Fact:** My first exposure to interesting cars was a Bugeye Sprite.

## Scott Sargent

**Area of Expertise:** Prewar anything, but especially Bugatti.

**Affiliations:** ABC club.

## Matt Short

**Area of Expertise:** The Classic Era. Auburns, Cords, Duesenbergs, Packards, and Rolls-Royces.

**Profession:** Founder of the National Association of Automobile Museums.

**Fun Fact:** Curator at the Auburn Cord Duesenberg Automobile Museum for 20 years.

## Tim Sierra

**Area of Expertise:** Rolls-Royce Silver Ghost.

**Profession:** Collector car dealer.

**Fun Fact:** We tour our 1911 Silver Ghost 3000 to 9000 miles a year.

## Michael Simcoe

**Area of Expertise:** Design.

**Profession:** General Motors Global Design.

## Margaret Simcoe

## Murray Smith

**Area of Expertise:** Competition cars.

**Affiliations:** Road Racing Drivers Club, British Racing Drivers' Club, VSCCA.

**Profession:** Chairman, Lime Rock Historic Festival.

**Fun Fact:** I have competed around the world for many years.

## Vicki Smith

**Area of Expertise:** Motorcycles.

**Affiliations:** Professional curator, specialist in Italian motorcycles and European Scooters.

**Profession:** Professional race car driver (retired).

**Fun Fact:** I have raced in 12 Motogiro d'Italias and was inducted into the event's Hall of Fame.

## Alwin Springer

**Area of Expertise:** Sportscar racing.

**Affiliations:** Porsche.

**Profession:** In 1975, Springer, together with Arnold Wagner and Dieter Inzenhofer, founded Andial, an enterprise specializing in the preparation and running of Porsche race cars and engines.

**Fun Fact:** In a five-year period from 1984, Porsche's 962 cars won 50 IMSA races with engines tuned by Andial.

## Lyn St. James

**Area of Expertise:** Race cars, Ford, sports cars.

**Affiliations:** IMSA, IndyCar, NASCAR, SCCA, ACCUS.

**Profession:** Race car driver, automotive expert, speaker, author, broadcaster.

**Fun Fact:** Wish I had one.

## Jonathan A. Stein

**Area of Expertise:** Pre- and Postwar European sports and touring, unrestored/preservation, custom coachwork.

**Affiliations:** Over the years, I've judged pretty much everything there is, though I prefer to leave Rolls-Royce, Ferrari, and Porsche judging to the club authorities.

**Fun Fact:** I still have the 1962 MGA coupe that I bought in 1977 and drove from California to New Jersey. However, I must have left it out in the rain too much, as the doors have clearly shrunk in the last 45 years.



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## Matt Stone

**Area of Expertise:** Postwar sports and GT, racing, Porsche, Ferrari, American muscle, most anything fun.

**Affiliations:** Chief class judge at the Pebble Beach Concours d'Elegance, judged at the Amelia Concours d'Elegance, officiates at other shows and events. He serves his profession as a past Officer and Board of Director member, Keynote Address Committee Chairman, and past-President of the Motor Press Guild (MPG) trade association.

**Profession:** Freelance journalist, author, broadcaster, former editor, *Motor Trend Classic* magazine.

**Fun Fact:** Has authored and photographed 11 books.

## Judy Stropus

**Area of Expertise:** American cars, Italian cars, wacky cars, race cars.

**Affiliations:** Amelia Concours, Audrain Concours, Chattanooga Motorcar Festival, Philadelphia Concours.

**Profession:** PR consultant.

**Fun Fact:** Inducted into the Motorsports Hall of Fame of America in 2021 in the Sports Car category, and I have a 1952 Lancia Ardea.

## Tim Suddard

**Area of Expertise:** 1950s to 1960s sports cars.

**Profession:** Co-founder and publisher of *Classic Motorsports* and *Grassroots Motorsports*.

**Fun Fact:** I am currently restoring three cars and have finished 60 restorations in my 61 years.

## Susan Tatios

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

**Affiliations:** Radnor Hunt Concours, Amelia Island Concours, Carmel Concours on the Avenue.

**Profession:** Manage automotive restoration and service shop.

**Fun Fact:** Participated in the Mille Miglia in a BMW 507.

## Paul Teutul Jr.

**Area of Expertise:** Antique motorcycles.

**Profession:** Designer and motorcycle/vehicle manufacturer.

**Fun Fact:** Although I go by Paul Jr., I am not actually a junior; my father is.

## Mike Tillson

**Area of Expertise:** Ferrari and Porsche vintage race cars, American and European classic cars.

**Affiliations:** Founder and chairman of the Radnor Hunt Concours, judge at Amelia, Hilton Head, and Boca Raton concours. Chief judge at the Carmel Concours on the Avenue.

**Profession:** Owns a restoration shop for high-performance European automobiles.

**Fun Fact:** Built and drove race cars in the World Endurance Championship in the 1960s–1970s.

## Rubén Verdés

**Area of Expertise:** Rolls-Royce and Bentley.

**Affiliations:** Judge at Boca Raton Concours, Cavallino Classic Sports Sunday, Radnor Hunt Concours, St. Michaels Concours.

**Profession:** Publisher, *Marque2Market* magazine.

**Fun Fact:** Past president of the Rolls-Royce Owners' Club, current editor of the SAH Journal for The Society of Automotive Historians.

## Magnus Walker

**Area of Expertise:** Porsche.

**Fun Fact:** Beard.

## Rusty Wallace

**Area of Expertise:** NASCAR, driving fast.

**Affiliations:** NASCAR Hall of Fame, Motorsports Hall of America, International Motorsports Hall of Fame.

**Profession:** Racing analyst, NASCAR team owner.

**Fun Fact:** Hobbies include golf and flying—he is an avid pilot with nearly 12,000 flight hours.

## Jay Ward

**Area of Expertise:** 1. Hot rods  
2. Motorcycles  
3. Oddities  
4. Microcars  
5. American classics.

**Affiliations:** Pebble Beach and Audrain concours judge, Madison Avenue Sports Car Driving & Chowder Society, *Radius* Member, Greenwich Concours grand marshal.

**Fun Fact:** Amelia Island was the first concours I was asked to judge at... Thanks to Bill.

## Trish Ward

## Kip Wasenko

**Area of Expertise:** Design, Italian, American postwar sports/racing.

**Profession:** Retired designer.

**Fun Fact:** Loved judging.

## Ed Welburn

**Area of Expertise:** History of GM concept cars from Motorama to the present, Cadillac 1940s to present, Corvette, Can-Am, Formula 5000.

**Affiliations:** Automotive Hall of Fame inducted, EyesOn Design Lifetime Achievement, judge at Pebble Beach, Amelia, Audrain.

**Profession:** GM VP Global Design (retired), founder and CEO of Welburn Media Productions, president of The Welburn Group.

**Fun Fact:** I'm the only automobile designer to have his archives housed in the Smithsonian. I'm developing a feature film about the story of African American race car drivers in the 1920s and 1930s.



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# SATURDAY EVENTS



**Radwood and Concours d’Lemons are laid-back warmup acts for Sunday’s more formal affair.**

## **Radwood: A Celebration of Cars and Style from 1980 to 1999**

The premier automotive festival of its kind, Radwood is where enthusiasts of the 1980s and ’90s can celebrate the cars they love. As Gen Xers and millennials have grown older (“matured” is probably not quite the right word), a sense of nostalgia has fueled renewed enthusiasm for the cars and the culture of the era. Radwood enthusiastically celebrates these pieces of automotive history for their analog driving experience and for what is known as a “sense of occasion.”

The Radwood phenomenon began innocently enough

Matt Tierney





with an announcement on the *Driving While Awesome* podcast back in spring 2017. Inspired by England's Goodwood Revival (hence the name) and its concept of period correctness in both cars and fashion, the plan was simple: bring your 1980s and 1990s cars to the Brisbane Marina, south of San Francisco, and dress for the era. To everyone's surprise, 150 cars and 500 passionate people showed up for that first event. The organizers knew they had struck a chord based on the response and ensuing interest from the media. However, they didn't know they had spearheaded a major generational shift in automotive culture. Radwood and the Radwood Era are terms used today to identify this generation of interesting and collectible automobiles.

Radwood is intended primarily for cars, trucks, and motorcycles built between January 1, 1980, and December 31, 1999. Exceptions are made for earlier cars that have a distinctly period-correct aesthetic, such as 1960s Volkswagen Bugs that were modified in the '80s or '90s. Radwood also includes later "continuation" models, which are cars first introduced in the '90s and then sold into the 2000s. Examples include the 986 Porsche Boxster, the BMW Z3/Z3M coupe, the New Edge Mustang, and the C5 Corvette. Style is also an important factor,

and Radwood encourages everyone to dress the part at its events, while a DJ spins tunes of the era.

Although Radwood has held events all across the United States (and even at the Goodwood Circuit in the United Kingdom), this will be its first presence at The Amelia. We are excited to share a taste of what Radwood has to offer to everyone this weekend.

### **Concours d'Lemons: Celebrating the Weird, the Wacky, and the Worst**

The Concours d'Lemons reveres the oddball, the mundane, and the truly awful of the automotive world. A contrast to the rarefied air of the world of concours, the Concours d'Lemons lets owners with more pedestrian cars share their passion—and, hopefully, a few good laughs—with automotive enthusiasts around the world. Our capricious and bribery-prone celebrity judges select winners in a variety of humorous classes and distribute dollar-store trophies to them. The show culminates with the "Worst of Show" being crowned to the delight of all. The Concours d'Lemons reminds us that not every car is a shining star in the automotive firmament and that one need not take themselves—or their car—too seriously.



Kieran Buttrick





**THE AMELIA**  
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# 2021 WINNERS

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



**1974 Shadow DN4**  
James Bartel  
Key West, FL

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



**1926 Hispano-Suiza  
H6B Cabriolet**  
Jill and Charles Mitchell  
Stuart, FL

Photos courtesy Deremer Studios

# CORPORATE AWARDS

## Hagerty Drivers Foundation National Automotive Heritage Award

For the Most Historically Significant Vehicle



**1895 Morris and Salom Electrobat IV**  
America on Wheels Museum  
Allentown, PA

## Hagerty Drivers Foundation/ FIVA Preservation Award

For the Most Well-Preserved Vehicle



**1912 Hispano-Suiza Alfonso  
XIII LWB Torpedo Sport**  
Miles Collier Collections at Revs Institute  
Naples, FL

## The Amelia Island Award

For the Most Elegant Formal Sedan or Town Car



**1941 Lincoln Continental**  
The Richard H. Driehaus Collection  
Chicago, IL

## The Andial Trophy

For the Most Significant Porsche Race Car



**1977 Porsche 935**  
Jeffrey Sprecher  
Atlanta, GA



## The BMW Trophy

For Engineering Excellence



### 1995 McLaren F1

Miles Collier Collections at Revs Institute  
Naples, FL

## The Borla Trophy

For the Best Sound on the Field



### 1995 Ferrari F50

Dennis Crowley  
Miami Beach, FL

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## The Buddy Palumbo Award

For the Car Restored by Its Owner



### 1953 Maverick Sportster

Tom Chandler and Geoffrey R. Hacker  
Tampa, FL

## The Camille Jenatzy Award

For the Car with the Most Audacious Exterior



### 2008 Vetter Extra Terrestrial Vehicle

Michael Vetter  
Micco, FL

# CORPORATE AWARDS

## The Cantore/ Wit's End Trophy

For the Entrant Experiencing  
Just Plain Bad Luck



**1909 Baker Victoria Roadster**  
Wayne Carini  
Portland, CT

## The Chairman's Choice Award

For the Car Found Most  
Appealing by the Chairman



**1948 Tasco Prototype**  
Auburn Cord Duesenberg  
Automobile Museum  
Auburn, IN

## The Chopard Watch Award

For the Car of Timeless Elegance



**1939 Alfa Romeo 8C 2900B Coupe**  
Brian and Kimberly Ross  
Cortland, OH

## The Claude Nolan Cadillac Award

For the Most Elegant Cadillac



**1930 Cadillac V-16 Sport Phaeton**  
John D. Groendyke  
Enid, OK

## The Craftsman Phil Hill Restorers Award-Production

For the Restorer of the Best New  
Production Car Restoration



**1928 Hudson Model O Murphy Convertible  
Sedan restored by Lavine Restorations, Inc.**  
Laura and Jack Boyd Smith, Jr.  
Elkhart, IN

## The Craftsman Phil Hill Restorers Award-Sports/Race

For the Restorer of the Best New Sports/  
Race Car Restoration



**1951 Porsche 356 Split-Window  
restored by Road Scholars**  
Ed Anderson  
Wellesley, MA

## The David and Lisa Helmer Award

For the Most Desirable Limited-  
Production American Car



**1956 Continental Mark II**  
Bill and Barbara Parfet  
Hickory Corners, MI

## The Denise McCluggage Trophy

For the Most Historically  
Significant Postwar Race Car



**1967 Ferrari 275 GTB/4 Alloy NART Spyder**  
Fratelli Auriana  
Greenwich, CT

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

For Enduring Design Excellence



**1937 Lincoln K**  
Dave and Linda Kane  
Bernardsville, NJ



## The General Motors/ Dave Hollis Award

For the Most Outstanding  
General Motors Car



**1912 Cadillac Torpedo**  
Jim and Donna Elliott  
Yorktown, VA

## The Gil Nickel/ Far Niente Award

To the Entrant Best Emulating  
the Spirit of Gil Nickel



**1953 Fiat 8V Supersonic**  
The Cultivated Collector  
New Canaan, CT

## The Grand Sport Trophy

For the Most Historically Significant  
General Motors Competition Car



**1971 McLaren M8F**  
Chris MacAllister  
Indianapolis, IN

## The Heacock Classic Insurance Award

For the Most Elegant French Coachwork



**1926 Hispano-Suiza H6B Cabriolet**  
Jill and Charles Mitchell  
Stuart, FL

## The Hispano-Suiza Award

For the Most Historically  
Significant Hispano-Suiza



**1938 Hispano-Suiza H6B Dubonnet Xenia**  
Merle and Peter Mullin-Peter Mullin  
Automotive Museum Foundation  
Los Angeles, CA

## The Indianapolis Motor Speedway/ Tony Hulman Award

For the Most Historically  
Significant Indianapolis Race Car



**1960 Ewing Indianapolis Roadster**  
Joe and Cynny Freeman  
Boston, MA

## The International Motor Sports Association Award

For the Most Historically  
Significant IMSA Race Car



**1979 Porsche 935**  
The Brumos Collection  
Jacksonville, FL

## The Judge John North Trophy

For the Best New Coachwork  
or Re-Creation



**1928 Bentley 4.5 Litre**  
DeNean Stafford and Lee Wolff  
Tifton, GA

## The Kemp C. Stickney Trophy

For the Most Elegant Open Car



**1930 Cadillac V-16 Roadster**  
Lehrman Collection  
Palm Beach, FL

# CORPORATE AWARDS

## The Mercedes-Benz Club of America Award

For the Most Historically Significant Mercedes-Benz



**1929 Mercedes-Benz 680 S Barker Tourer**  
Wynn McCaw  
Bellevue, WA

## The Mercedes-Benz Star of Excellence Award

For the Most Elegant Mercedes-Benz



**1937 Mercedes-Benz 540K Cabriolet A**  
Evergreen Historic Automobiles  
Lebanon, MO

## The Porsche Trophy

For the Most Historically Significant Production Porsche



**1979 Porsche 935 K3**  
Bruce Meyer  
Beverly Hills, CA

## The Robert E. Turnquist Award

For the Most Elegant Packard



**1932 Packard Convertible Victoria**  
The Marano Collection  
Garwood, NJ

## The Rodolfo Junco de la Vega Award

For the Most Elegant Ferrari



**1958 Ferrari 250GT PF Series I Cabriolet**  
Fort Family Investments  
Jacksonville, FL

## The Sandra Alford Fashion Trophy

For the Best Presentation of Fashion and the Automobile



**1915 Simplex E-1 Towncar**  
Theresa and Corky Coker  
The Coker Museum  
Chattanooga, TN

## The Spirit of Sebring Award

For the Car Best Representing the Spirit of the Sebring 12-Hour Race



**1985 Ford Mustang**  
Wally Owens  
Deer Island, FL

## The Spirit of the 1000 Miglia Award

For the Car Exhibiting the Spirit of the Mille Miglia



**1934 Alfa Romeo 8C 2300**  
Rob Kauffman, RK Motors  
Charlotte, NC

## The Stellantis Trophy

For the Most Elegant Stellantis Car



**1966 Alfa Romeo 2600 Zagato**  
Don and Carol Murray  
Scottsdale, AZ





## The Tampa Bay Automobile Museum Award

For the Car Representing the Most Innovation in Engineering



**1982 Gurney Eagle 8100 Series**  
Chuck Jones and Ray Skillman  
Stevensville, MI

## The Wind in Your Face Award

For the Most Elegant Motorcycle



**1967 Greeves Oulton**  
Mark and Marie Smithard  
British Bike Collection  
Houston, TX

## The YouTube Award

For the Car Most Likely to Generate Views



**1989 Ferrari F40**  
Jasbir and Sanjam Dhillon  
Brentwood, TN

## The Hagerty Youth Awards



**1929 Hispano-Suiza H6C**  
Charles Nearburg  
Dallas, TX



**2017 Ferrari SP 275 RW Competizione**  
Rare Wheels Collection  
Windermere, FL



**1951 Porsche 356 Split-Window**  
Ed Anderson  
Wellesley, MA

## The Meguiar's People's Choice Award



**2009 Monopoly Speedster**  
Lane Motor Museum  
Nashville, TN

## The Spirit of the Concours Trophy



**Corky Coker**

# CLASS AWARDS

## **Best in Class American Classic 1920-1930**



**1930 Ruxton Roadster**  
Calvin and Janet High  
*Willow Street, PA*

## **Best in Class American Classic 1931-1932**



**1931 Marmon Sixteen**  
Donald Bernstein and Patricia Taylor  
*Clarks Summit, PA*

## **Best in Class American Classic 1933-1948**



**1935 Auburn 851 Speedster**  
Gregory V. Ornazian  
*Troy, MI*

## **Best in Class American Limited Production**



**1956 Lincoln Premier Convertible**  
Warren Wubker  
*Mount Dora, FL*



**Best in Class  
Cars of Lyn St. James**



**1985 Ford Mustang**  
3 Dog Garage  
Boyertown, PA

**Best in Class  
Chevy Thunder Early**



**1968 Chevrolet L88 Corvette**  
Irwin Kroiz  
Ambler, PA

**Best in Class  
Chevy Thunder Late**



**2001 Chevrolet Corvette C5R-004**  
Lance Miller  
Carlisle, PA

**Best in Class  
Duesenberg**



**1929 Duesenberg J-239 Convertible Coupe**  
Ray Hicks  
Northville, MI

# CLASS AWARDS

## **Best in Class Ferrari 275 GTB**



**1965 Ferrari 275 GTB/C Berlinetta Speciale**  
Swap Shop Racing  
*Ft. Lauderdale, FL*

## **Best in Class Ferrari Production**



**1952 Ferrari 342 America Cabriolet**  
Dennis and Susan Garrity  
*Green Bay, WI*

## **Best in Class Hispano-Suiza**



**1929 Hispano-Suiza H6C**  
Charles Nearburg  
*Dallas, TX*

## **Best in Class Horseless Carriage**



**1911 Thomas Flyer KC-670**  
David and Patricia Peeler  
*Weddington, NC*



## Best in Class It's Electric



**1905 Columbia XXXV Open Drive Brougham**  
Mark Hyman and Mary and Ted Stahl  
*Chesterfield, MI*

## Best in Class Motorcycles



**1927 Scott Flying Squirrel**  
Mark Scott, Volente Texas Motorcycle Collection  
*Volente, TX*

## Best in Class Porsche 935



**1980 Porsche 935 K3/80**  
David MacNeil  
*Ft. Lauderdale, FL*

## Best in Class Prewar Custom Coachwork



**1936 Lancia Astura**  
Oscar Davis  
*Elizabeth, NJ*

# CLASS AWARDS

## **Best in Class Race Cars 1946-1960**



**1955 Lotus MK VIII**  
Howard and Diane Banaszak  
*Fernandina Beach, FL*

## **Best in Class Race Cars 1961-1989**



**1969 Ford Mustang**  
Timothy Olive  
*Tuscaloosa, AL*

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## **Best in Class Race Cars Prewar**



**1913 Isotta Fraschini Tipo IM**  
Rob Dyson  
*Poughkeepsie, NY*

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



**1919 Rolls-Royce Silver Ghost**  
Bill and Barbara Parfet  
*Hickory Corners, MI*



### Best in Class Shadow



**1974 Shadow DN4**  
James Bartel  
Key West, FL

### Best in Class Sports and GT Cars 1946-1953



**1947 Alfa Romeo 6C 2500 SS**  
Kim and Stephen Bruno  
Boca Raton, FL

### Best in Class Sports and GT Cars 1954-1962



**1957 Porsche 356 GT Lightweight**  
Lynn and Michael Harling  
Dallas, TX

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### Best in Class Sports and GT Cars 1963-1972



**1968 Ford GT40 MK3**  
Gary and Kathy Bartlett  
Muncie, IN

### Best in Class Sports and GT Cars Prewar



**1934 Riley MPH Roadster**  
Willem van Huystee  
Lancaster, PA

### Best in Class Supercars



**1985 Ferrari 288 GTO**  
Jim and Stacey Weddle  
St. Louis, MO

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### Best in Class Weird and Wonderful



**1974 Fascination Two Door Sedan**  
Keith and Eileen Carpenter  
Parker, CO

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2022 HONOREE

# CHIP GANASSI

Since 1990, Chip Ganassi has been a winner in every racing series on the planet. And he's still going strong.

By **Preston Lerner**

**G**etting Ganassi on the phone is easy. No tortured negotiations with a PR functionary, just a couple of emails back and forth to agree on a time and date. Since he's being honored at the Amelia Concours,

I ask Ganassi about what's in his own car collection.

He starts ticking them off: Lolas, Reynards, Dallaras, G-Forces, NASCAR Cup cars, Daytona Prototypes, one of the modern Ford GTs, a trio of wicked Wildcats that he drove when he was pursuing a career as an Indy car driver. "I've got almost all of them," he says. "I flunked classic car collecting. I didn't flunk race car collecting."

Chip Ganassi likes cars, but he lives racing. He owns what's arguably the most successful race team in America, an operation that has won 14 Indy car championships and six IMSA sports car titles, not to mention the Daytona 500, the Indianapolis 500, and the 24 Hours of Le Mans. But the best measure of his passion for racing is his uniquely singular focus on motorsport.

There are no Ganassi car dealerships, no shopping-mall developments, no chains of fast-food franchises, no other sources of income. Only racing. "I've always had this recurring fear that I'd have to get a real job someday," he says. "I used to wonder how much longer I could get away with racing cars, and the next thing

you know, it turned into a full-on business."

Ganassi runs a company with about 190 employees and a \$75-million budget. (Before selling his NASCAR team earlier this year, it was closer to 350 employees and \$100 million.) He keeps close tabs on where the money's coming from and where it goes. But he's keenly aware that there are two separate-but-equal bottom lines in motorsport. There are profits and losses, victories and defeats. And the two are inextricably entwined.

"He's tough, and he demands performance," says Jimmy Vasser, who won Ganassi's first Indy car championship but was later let go for failing to win. "His business is racing, and he'll pull the trigger if changes need to be made. If you're not winning, you're not staying."

The catchphrase most commonly associated with Ganassi is that he "likes winners." Although it's no longer clear when or where that sound bite originated, there's no question that it's true.

"I liked his approach, actually," says Memo Gidley, who, brought in as a midseason replacement after Nicolas Minassian was fired in 2001, ran the next 14 races on 14 one-race contracts. "He just wanted to win, and he provided you with all the tools and finances to do that. So there were really no excuses."

Nobody goes big-time auto racing to finish second; if you want to get technical about it, a race such as the Indy 500 results in only one winner, along with 32 also-rans. Ganassi would never have considered running a start-and-park team to collect prize money and cash sponsor checks. As the expression goes, he's in it to win it.

Consider the Ford GT. The car was developed on an

**Chip Ganassi runs what's arguably the most successful racing team in America, racking up wins in Indy cars, sports prototypes, and NASCAR stock cars.**



RacingOne/Getty Images

insanely tight schedule with the express purpose of winning at Le Mans on the 50th anniversary of Ford's famous 1-2-3 finish in the 24-hour classic in 1966. Ganassi was hired to run two race programs, one here in the States and the other in Europe. Both suffered teething pains early in the 2016 season, and the cars were dead slow at the Le Mans Test Day two weeks before the race.

But come race day, the Fords were immediately on the pace. Shortly before the 20-hour mark, the #68 car swept past a Ferrari 488 GTE to take a lead it never relinquished. After the race, Bill Ford—who, as Ford Motor Company executive chairman, had been instrumental in greenlighting the Ford GT—was nearly hopping up and down with excitement. “Chip,” he said giddily, “I had no idea we were going to win!”

Ganassi looked him in the eye. “I did,” he said.

Ganassi Racing managing director Mike Hull, who joined the team in 1992, chuckles as he recalls the scene in the Ford pit. “That says everything you need to know

In the mid-1980s, Ganassi raced Indy cars such as this Pat Patrick-owned Wildcat, finishing second at Cleveland before being seriously injured at Michigan International in 1984.

about Chip Ganassi,” he says. “He puts his heart and soul into winning, and he doesn't accept anything but winning. From the first day I went to work for Chip, that's how much confidence he's had.”

Like most hard-core enthusiasts, Ganassi was born with the car-guy gene. He vividly remembers seeing the movie *Grand Prix* when he was eight. But his need for speed had been sparked even earlier by his mother. “She was a lead-foot driver,” he says. “She's the one who arguably got me started in racing because I remember her getting some speeding tickets when I was with her in Italy when I was 5 years old.”

Ganassi turned interest into action a few years later when his father, a Pittsburgh-area asphalt-paving contractor, got stiffed on a project for a go-kart track. Ganassi and his cousins ended up with three go-karts as a result of the settlement. During what he describes as “a real fossil-fuel-fired youth,” Ganassi also spent a bunch of time flogging slot cars, dirt bikes, snowmobiles, and all-terrain vehicles.

Shortly after graduating from high school, he was handed a copy of *AutoWeek* by Bob Lazier, the father of Indy 500-winner-to-be Buddy Lazier. This led to Ganassi



Photo: Courtesy Petersen Museum/Ted7

buying a Formula Ford and club racing it in Sports Car Club of America (SCCA) events. Although it was a typical low-bucks operation, with a Chevy Blazer towing an open trailer from track to track, it was never just a lark.

“He’s a competitive guy, and he took it very seriously,” says Robin Esterson, one of his oldest friends in racing. “We did a Formula Ford race at Lime Rock [in 1980] as a support race to the Pro Atlantic event. Our friend Tom Stewart was killed in an Atlantic car. Chip and I were riding up to the track as the ambulance was rolling out. That had a big impact on me, and I’m sure it did on Chip, too. Yet he soldiered through and ended up winning a classic Northeast Region Formula Ford battle royale that weekend. He wasn’t kidding around.”

Ganassi was quick in the Formula Ford, twice qualifying for the Runoffs (when this was still a big deal) and once finishing on the podium. But he couldn’t see a career as a driver in his crystal ball. As he puts it, “I thought I’d take over my father’s company and be one of those guys who ended up with a station wagon with wood on the side, belong to the country club, and have 2.5 kids and a bug-eyed Sprite on a trailer.”

But a friend told him he had the talent and persistence

to aim higher. On the day of his college commencement—he graduated with a degree in finance from Duquesne University—he outqualified fellow rookies Bobby Rahal and Danny Sullivan at Indy. He podiumed twice in 1983 and finished an improbable second at the Grand Prix of Cleveland in 1984. Two weeks later, on July 22, he hit a bump coming out of Turn 2 at Michigan International Speedway, cannoned into the wall, and then spun into the inside guardrail.

“I remember people saying that Chip was going to be paralyzed on the left side—if he regained consciousness,” Esterson says. Ganassi awoke in an oxygen tent and overheard doctors say he’d never race again.

Ganassi recuperated for nearly a year before returning to the cockpit. He ran only a handful of races—including Indy twice and the 24 Hours of Daytona—before retiring after a desultory weekend in a Sauber prototype at Le Mans in 1987. Nevertheless, he was determined to remain involved in the sport, and team

These are the cars that scored Ganassi’s first wins in CART and NASCAR: Michael Andretti in the Reynard (below) in 1994 and Sterling Marlin in the Dodge Intrepid (right) in 2001.



ownership ticked all the right boxes. “He still races cars,” Hull says. “He just doesn’t drive them anymore.”

Ganassi used his father’s money to buy into the operation run by venerable team owner Pat Patrick. I remember meeting Ganassi when Emerson Fittipaldi won Indy for the team in a Penske PC-18 and thinking that he was Patrick’s junior partner. “I owned the team outright by then,” Ganassi tells me. “But I was a young kid, and I wanted to keep a low profile, so we said we were partners.”

This is typical Ganassi. On the one hand, he’s the public face of his team, an imposing figure inevitably dressed in a white button-down shirt, taking his spot in his teams’ timing stands. But on the other, he does his best to deflect praise and attention, and he attributes his team’s success to the people he’s hired.

Not to say that he’s a soft touch. “When I first went to work for Chip, he was like a volcanic eruption,” Hull jokes. “There were ashes all over the place.” Even aged 32, with a couple of years of team ownership behind him, Ganassi could play hardball at the major-league level.

In 1990, Patrick got cold feet about retiring, and he made a deal to run the new Alfa Romeo Indy car program. Ganassi let Patrick take the Miller Brewing Company livery with him, but he kept all the sponsorship money and a year-old Penske chassis. With funding in place, Ganassi pitched Target on a deal it couldn’t refuse.

## **Ganassi couldn’t see a career as a driver. “I thought I’d take over my father’s company and end up with a station wagon with wood on the side.”**

“They said, ‘How much is it?’” he recalls. “I said, ‘It’s this much for the first year,’”—he holds up his thumb and index finger in the shape of a zero—“but I gotta know by June first if you’re in for the second year.”

Target was Ganassi’s primary sponsor for the next quarter century—one of the most long-lived and mutually profitable arrangements in racing history. The team won its first Indy car race in 1994 and its first championship two years later. Ganassi later branched out to





Nick Laham/Getty Images



NASCAR stock cars and IMSA sports cars, growing continually without overextending himself.

“He’s had the ability to find the right people for the right positions, drivers, team managers, mechanics, engineers, right down the line,” says Scott Pruett, who won four Grand-Am prototype titles for Ganassi over a 13-year period. “He was also able to look forward at the sport and see where he wanted to be a year or two ahead of time. He was one of the guys who bet early on Honda in Indy cars and Lexus in Grand-Am. He then built on those relationships by delivering [on the track].”

Ganassi takes pride in doing things his way. His willingness to zig while others zag has encouraged him to gamble on new chassis, unproven engines, and unheralded drivers. Most owners of big race teams live in Charlotte, Indianapolis, or Detroit, the hubs of American motorsport. Ganassi works out of a gleaming, glass-and-steel office building in Pittsburgh, not far from where he was born, grew up, and attended college.

**Ganassi shares the milk with Dario Franchitti. With this 2010 Indy 500 win, Ganassi became the first owner to win the Daytona 500, Indy 500, and Brickyard 400 in the same season.**

“I never wanted to become a micromanager,” he explains. “And I was always chasing sponsorships. I didn’t want to get sidetracked from finding the money by having to manage the operation of the team. If I’m standing on top of the team all the time, I’m going to get really nervous when money’s flying out the door. I don’t want to watch the money being spent.”

But I suspect that Ganassi has stayed close to his roots in Pittsburgh at least in part because it keeps him grounded in what’s otherwise a punishingly nomadic existence. Prior to the pandemic, Ganassi would spend at least 45 weekends on the road attending races and associated events. When he can, he surrounds himself with people whose company he enjoys, not an entourage so much as a loose-knit, ever-changing confederation of companions whom Esterson calls the Pittsburgh Mafia, or the Friends of Chip.

Ganassi can be great fun to be around, but there are other times when it’s a challenge. As Alex Zanardi once told me: “Chip won me over to the point that I would not only drive for him forever, but I would say, ‘Chip, hey, I’ll come over to your house and do the cleaning. Let me wash your car. Let me wash your dog!’ Because I loved the man from



the bottom of my heart. And sometimes I would want to get away from him. And this could happen not just in the same day but in the same minute! This is Chip Ganassi.”

Those who know him best say there’s a huge disconnect between Ganassi’s intimidating public image and his congenial private persona. For years, he had a standing \$100 bet with Paul Newman. If a Ganassi Indy car finished in front of the lead Newman/Haas entry, Newman would walk into Ganassi’s motorhome, slam down a \$100 bill, and leave without saying a word. “Chip is elite, but he’s not elitist,” says Bruce Meyer, the founding chairman of the Petersen Automotive Museum. “He never thinks of himself as somebody important. He doesn’t realize he’s Chip Ganassi.”

Ganassi himself suggests that what’s often perceived as his standoffishness is, in reality, shyness. “It’s hard for me to talk to people I don’t know,” he says. “People from western Pennsylvania let their actions speak louder than their words. So I’m generally a quiet person, and I’m not one to talk about myself.”

Friends say Ganassi is a gregarious jokester and a practiced storyteller. He even does magic tricks. “He’s almost an entertainer,” Vasser says. For many years, one

of Ganassi’s favorite jokes went like this: “How many drivers does it take to change a light bulb? One. He thinks the light bulb revolves around him.” (Vasser says he finds the joke funnier now that he’s a team owner than he did while he was a driver.)

When it comes to drivers, Ganassi can be quick with the axe; the list of guys he’s fired over the years would make for an impressive roster. But he’s also renowned for discovering diamonds in the rough and polishing them into jewels.

“You have to focus on where they’re going to be at the end of the term, not at the beginning,” Hull says. “You want to hire drivers who, first of all, have proven they are winners and, second, have the sensibility that they need to win. Chip sees in drivers what they don’t see in themselves.”

Ganassi admits that not all of his hunches have panned out. And he acknowledges that two of his biggest stars, Juan Pablo Montoya and Scott Dixon, more

The pristine car is the Riley Daytona Prototype that won the Rolex 24 in 2006, while the Ford GT still wears the road grime from its historic class victory at Le Mans 10 years later.



or less fell into his lap due to contractual reasons. (Montoya, who won Indy as a rookie in 2000, ultimately was let go after an underwhelming career in NASCAR, but Dixon, a six-time Indy car champion, has remained with Ganassi since 2002.) But he's still put together an impressive string of greatest hits.

Vasser was the first evidence of Ganassi's Midas touch. He'd been scuffling along with a back-marker team before Ganassi gave him a ride. Vasser rewarded his faith by breezing to the Indy car title in 1996. Ganassi next plucked an exuberant but largely forgotten Italian off the Formula 1 reject list. While winning back-to-back championships, Zanardi also invented the victory doughnut and imbued the team with much of his swagger.

More recently, Ganassi hired a little-known Spaniard named Alex Palou, who was coming off a back-of-the-pack rookie season with a second-tier IndyCar team. "He'd done an apprenticeship in Japan," Ganassi says, "so he was a European driver who developed these Japanese qualities—hard work, strong head, strong belly."

Palou won the first race of the 2021 IndyCar season, finished a close second at Indy, and claimed Ganassi's third title in four years.

And there was the superstar-in-the-making who got away. In 2014, Ganassi signed Kyle Larson, who'd been excelling in sprint cars and midgets but who had no

## **When it comes to drivers, Ganassi can be quick with the axe; the list of guys he's fired over the years would make for an impressive roster.**

experience in stock cars. Two years later, Larson scored his first NASCAR Cup win. Then, shockingly, Ganassi was forced to cut him loose at the start of the 2020 season—not for coming up short on the track but for using a racial slur while livestreaming an iRacing race.

Somehow, this seems emblematic of Ganassi's not-entirely-satisfying two-decade assault on NASCAR. The record book shows that in 2010, his team won the Daytona 500, the Indy 500, and the Brickyard 400, giving him



Photos courtesy Petersen Museum/Ted7



James Gilbert / Getty Images

a unique triple crown. But Ganassi rarely contended for championships, and the results were only mediocre by the team's lofty standards. So it didn't come as a complete bombshell when late last year, he sold his two NASCAR franchises and elaborate shop in Charlotte to Trackhouse Racing, which is co-owned by retired racer Justin Marks and the entertainer Pitbull. "You know," he says, "it's not every day that people come along and want to buy your team."

Although Ganassi insists that "everything I have is for sale," it is difficult to imagine him selling his IndyCar operation even if a prospective buyer made a legitimate offer. On the contrary, Ganassi recently reshuffled his IndyCar team to make it more competitive. He's also doubling down on sports car racing by agreeing to help develop and race a new LMDh prototype for Cadillac—a full-on factory program

Driven by Kyle Larson, this 2019 Chevrolet Camaro scored Ganassi's second-to-last NASCAR Cup win. Ganassi sold his NASCAR operation at the end of the 2021 season.

aimed at winning Le Mans overall in 2023. Meanwhile, he's dipping his toes in the tepid-but-warming waters of electric-car racing by entering an off-road vehicle in the international Extreme E series.

Beyond that, Ganassi doesn't know what the future holds. "The time horizon in motor racing is not what it is

**"The great thing about auto racing is that you're constantly in a startup mode. At the end of every year, the points go back to zero."**

on Wall Street or Woodward Avenue," he says. "You start making long-term plans in racing, and you're going to be sadly surprised from time to time. The great thing about auto racing is that you're constantly in a startup mode. At the end of every year, the points go back to zero. And what you did last year doesn't mean anything the next year."

The only thing that really matters is winning. Which is why Chip Ganassi likes winners. It takes one to know one. //





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## FEATURED CLASS

# THREE WEREN'T ENOUGH

The brief, bizarre saga of the Davis Divan.

By **Ken Gross** | Photography by **Evan Klein**

**T**he advent of World War II essentially rescued America's struggling automobile companies from the ravages of the Depression. Detroit's "Arsenal of Democracy" sprang into action when war was declared on December 8, 1941.

When the war ended in 1945, cars were in short supply. Demand was high—from car-starved civilians who'd had to make do for the duration, as well as from returning vets with saved-up combat pay.

The result was that people would buy anything on wheels in the first years after the war ended. Flamboyant entrepreneur Preston Tucker's Tucker 48 caught the public's attention, then fell from favor when Tucker himself was indicted for stock manipulation.

In Van Nuys, California, a used-car salesman named Glen Gordon "Gary" Davis shared a similar fate. His Davis three-wheeler received a great deal of publicity, which proved to be short-lived. Indicted and convicted of sales fraud, Davis served time in jail for conning a host of would-be dealers into thinking he could supply them with production copies of his odd \$995 tri-car.

But that's a short synopsis—the story itself is about more than sales fraud and legal action; it's about maverick design ideas and postwar optimism and the perils of ambition.

**With one wheel at the front and two at the rear, the Davis Divan was the three-wheeled answer to a question no one in postwar America asked.**

The Davis Motorcar Company began with "The Californian," a futuristic, three-wheeled, custom-built roadster designed by Frank Kurtis for madcap Southern California trust-fund millionaire, playboy, and racer Joel Thorne. Kurtis used a single front-wheel setup with a Ford V-8/60 engine and rear axle. Thorne drove the car in Los Angeles for a while before he sold it to Davis.

Sensing an opportunity, Davis fixed up the Californian and advertised that an improved version would be going on sale for \$995. He garnered a considerable amount of publicity with the car's appearance in *Life* magazine and in many newspapers. Davis claimed a top speed of 80 mph and insisted the three-wheeled oddity was stable and economical.

Davis retained a group of aircraft engineers including Peter Westburg, telling them that if they'd come work for him part time, he'd double their \$3/hour salaries should the Davis car prove successful (and nothing if the car venture failed). He wanted to claim that aircraft engineers, not traditional automotive people, had brought new ideas to the car industry.

The immediate postwar era was ripe for a new auto venture. And while the three-wheeled Davis looks odd to us today, its streamlined silhouette was reminiscent of an airplane's fuselage. Westburg's initial impression of the Davis car was that "...it had clean lines; there were no angular projections to spoil the flow of air. At rest, the car looked like it wanted to go somewhere, to be where the action was."

A storefront office was established, and the impromptu design team went to work. The completed



model was photographed, after which the photos were retouched by artist Rex Burnett to include a windshield, the steering wheel, the back of the front seat, and the wheels.

The first publicized photo of the “new” Davis three-wheeler appeared in the *Hollywood Citizen-News* on July 22, 1947. The text proclaimed that Davis planned to manufacture 50 cars per day initially and then production would be ramped up. Dozens of newspapers nationwide ran the story.

Davis bought a proprietary Hercules 60-hp, four-cylinder industrial engine. The wheels were Studebaker, as were the rear axle and the brakes. The car was enlarged from a three-seater to a configuration that seated four people abreast. As soon as the prototype was completed, Davis named it “Baby” (after his daughter) and began demonstrating the car to potential franchisees. The rolling chassis had a tight 13-foot turning radius and Davis claimed it had remarkable stability. Westburg recalled “...it could be steered with one finger as one would dial a telephone.”

Baby’s aluminum body panels were made by Zeke King, who worked at Hughes Aircraft. King was called “a magician with metal.” He hand-formed the bumpers from 1/8-inch-thick, low-carbon steel and welded the left- and right-hand sides together. Afterward, the bumpers were ground smooth and chromed. There was no grille. The air intake for the engine was under the front bumper.

To help promote his new project, Davis hired Jack Adams, a former *Los Angeles Herald-Express* reporter, who became the fledgling automaker’s PR man. Adams’s efforts not only attracted franchisees and many deposit checks, but his irresistible pitch also lured in dozens of car salesmen. A mere seven weeks from the start of the engineering process, in November 1947, Baby debuted at the Ambassador Hotel in Los Angeles. Crowds flocked to the display; four comely American Airlines flight attendants were photographed sitting in the car’s 64-inch-wide front seat.

To give the impression that there were more cars, Baby was painted a pale green for the Ambassador Hotel



**With body panels crafted from aluminum, the Davis Divan sported an aerodynamic profile that appealed to a public eager for all things with an aviation influence.**

preview. It was repainted in cream for the Rose Parade appearance, and later that January, it was maroon. Before the prototype was flown to Portland, Oregon, for a demonstration, it had been repainted yet again—this time in robin’s-egg blue. Davis named the car Divan, after a long, low couch with no back.

Promotional films and photos showed the Davis making tight, 360-degree turns, even plowing through snow on mountain roads. “Turns on a dime” and “Painless parking” were touted, with claims of up to 50 mpg and a top speed that “nudged 100 miles per hour.” Little wonder people were intrigued when they learned they could get all this and more for less than \$1000.

Meanwhile, serious development work continued at the Van Nuys factory. Davis’s enthusiasm had led would-be dealers to believe that the cars would be manufactured at a rate of 50 cars per day and that within 90

days, 100 cars daily would be rolling off the assembly lines. For their deposits, aspiring franchisees received boxes of brochures, signs, and the right to call themselves Davis dealers.

Photos of the Davis appeared everywhere. The irrepressible Tom McCahill, America’s first popular road tester, wrote about the Davis in *Mechanix Illustrated* magazine. “If your girlfriend happens to have two heads,” McCahill said, “you’ll probably appreciate the public’s reaction to the Davis three-wheel car. It’s regarded as a complete curiosity—a modern-age freak.” He continued, “...but it’s in a class by itself for agility and ease of handling plus good looks.” McCahill was a respected authority, so it’s likely many people read his report and wanted to buy the Davis.

Then things began to change.

From August 1947 to January 1949, Davis had sold 350 franchises for a total of \$1.2 million, with commitments for \$1 million more when deliveries began. Westburg recalled one dealer who’d mailed a signed contract to Davis without even filling it in. A note accompanying



the application read: “Dear Gary, fill this in the way you and I talked.” Davis himself apparently found that amusing.

But full production still wasn’t beginning.

Dismayed at the lack of progress and unable to afford working for no income, Westburg resigned in May 1948, then threatened to sue Davis to receive his promised earnings. Davis settled because unhappy dealers had begun threatening to take him to court and he didn’t need more adverse publicity. But that didn’t matter.

As 1949 began, a group of disgruntled dealers complained to the Los Angeles district attorney, alleging they had been defrauded. In May, the plant closed. By November of that year, in a move reminiscent of the unraveling of the Tucker company, the Davis Motorcar Company’s books were seized, along with Davis’s personal records, at his lavish Benedict Canyon home in Beverly Hills.

The end was near. In January 1951, after 90 witnesses had testified and 5200 pages of testimony were recorded, much of it from would-be Davis dealers, a jury of ten men



Photo courtesy Ken Gross Archives



Left: A proprietary Hercules four-cylinder making 60 horsepower served as the engine. Above: With the hard top removed, the spartan interior is revealed. The bench seat was enlarged to accommodate four people sitting abreast.

and two women found Davis guilty of 24 out of 28 counts of fraud. He'd spent lavishly, using \$65,000 of company money to buy a house; he'd bought a fur coat for his wife, and some funds were used for medical expenses for his second child. Most important, despite his promises, only a few cars had been built and there were no plans to ramp up production the way he'd claimed.

Years later, Davis still insisted he was innocent of any crime. Mike Lamm interviewed him for *Special-Interest Autos* in 1970. Bedridden with oxygen tanks and a plastic tent, Davis claimed he never promised immediate deliveries, that he knew ramping up for production could take 18 months, and that he was railroaded by a zealous district attorney. A heavy smoker, Davis passed away in Palm Springs, California, on August 16, 1973, after suffering for years from pulmonary emphysema.

A few years ago, Jay Leno drove the Petersen Museum's Davis on his *Jay Leno's Garage* YouTube channel and found it fun to drive, if a tad unstable. "I love this period of automotive history," he said. "Anybody who thought he had a good idea could go into production. [Driving a Davis] ... feels like a Hudson with one of the wheels missing," Leno quipped.

The Amelia Concours d'Elegance is hosting seven Davis cars—probably the largest number ever assembled since the Van Nuys factory tried building them. People who've never seen a Davis will see a slew of them—and be left to wonder what might have been.

Could the Davis have been a success?

Notwithstanding its unusual three-wheel configuration, the pilot models required considerably more development; the company was far short of the funds needed for engineering and manufacturing, and the proposed \$995 selling price was looking more like \$1400, or more, when Davis finally closed its doors. Arguably doomed from the outset, the Davis remains an interesting footnote in postwar automotive history. //



1985 John Higgins  
Porsche Fabcar CL

A blurred night scene of a race track. In the foreground, a red and white race car with the number 42 is visible, moving from left to right. The background shows blurred lights and structures, suggesting a high-speed race at night.

FEATURED CLASS

# 36 HOURS OF FLORIDA

Honoring the cars and stars of Florida's  
classic endurance races.

By Charles Dressing



**E**arly each year, racing returns with a roar when Florida hosts the first two rounds of international endurance racing's Triple Crown. The new season starts in February on the high banks and infield road course of Daytona International Speedway with the 24 Hours of Daytona. In March, the sport moves south to a World War II air base for the 12 Hours of Sebring. Insiders and road-racing fans have long called the 24 Hours of Daytona and the 12 Hours of Sebring the "36 Hours of Florida."

In 2022, both of these legendary Florida enduros share anniversaries. The 12 Hours of Sebring marks its 70th, while Daytona marks its 60th. At the 27th annual Amelia Concours d'Elegance, we celebrate a class of

The #3 Ford Mk II of A.J. Foyt and Dan Gurney and the #15 Chaparral 2F of Phil Hill/Jim Hall/Mike Spence lead during the parade lap for the 1967 24 Hour Daytona Continental.

endurance racers that made Daytona and Sebring history.

The 24 Hours of Daytona and the 12 Hours of Sebring are the American cousins of the seminal 24 Hours of Le Mans, which has been held in France since 1923. Together with the French classic, the two Florida races make up endurance racing's Triple Crown.

Both Florida races transcend any championship. Each has a passionate cult following. As with the French race, fans of the Florida enduros have developed their own colorful and often unique protocols and traditions.

The 24 Hours of Daytona evolved from the 3-Hour Daytona Continental, first held on February 11, 1962,





and won by Dan Gurney driving a Lotus 19. The 12 Hours of Sebring was created by Alec Ulmann as a “little Le Mans,” inspired by the French endurance classic.

Ulmann fell in love with the flavor and spirit of the 24 Hours of Le Mans after serving as Briggs Cunningham’s team leader for the 1950 event. Later that year, on New Year’s Eve, he hosted the six-hour Sam Collier Memorial Grand Prix of Endurance, which blossomed into the 12 Hours of Sebring on March 15, 1952. Twenty-eight entries raced until midnight: Ferraris, Aston Martins, Jaguars, Allards, and MGs made up the 28-car field.

The winner, however, was an American Crosley Hot-shot Special, a pip-squeak of a car that barely weighed 1100 pounds and made just 26.5 horsepower from its 724-cc (44 cubic inch) engine. The only American car entered—which started in last place and with the least

amount of horsepower—was named the winner. Ulmann had organized the race using Le Mans’s fiendishly complex “Index” scoring system. After calculating the Crosley’s Index factor, the car was declared the winner, even though it had logged the fewest laps. The car that covered the most laps—a Cadillac-powered Allard—was classified 10th despite it going 20 more laps than the winning Crosley. The morning after the race, the Crosley was driven—not trailered—back to its hometown of Tampa.

For 1952, a new, 5.2-mile circuit replaced the 3.5-mile course of 1950. A total of 32 cars lined up for the start as heavy rains had delayed the scheduled noon start. At 1:05 p.m., the green flag dropped and history was made. This time the Index system was abandoned, and the winner was a Frazer Nash Le Mans Replica, which covered the greatest number of laps (145).



Photo courtesy Canepa Motorsports



Left: 1969 Porsche 917K. Above: Bob Wollek at the wheel of the race-winning T-Bird Swap Shop Porsche 935L, owned by Preston Henn, during the 1983 24 Hour Pepsi Challenge.

In 1953, the 12 Hours of Sebring entered the history books (in just its second year) as the first round of the newly formed World Sportscar Championship. That first WSC race was an all-American victory—won by American drivers Phil Walters and John Fitch in a Chrysler Hemi-powered C4R from the Cunningham works in West Palm Beach, Florida.

It is fitting, then, that we gather the winners of these celebrated races here in Florida. “The Amelia’s 36 Hours of Florida dual-anniversary celebration is as much about people as it is about cars,” says Bill Warner, founder and chairman emeritus of the Amelia Concours d’Elegance.

“Amelia honorees play significant roles in the 36 Hours,” Warner continues. “Our 1998 Amelia honoree and local hero Hurley Haywood won the Daytona 24 Hours a record five times and won the 12 Hours of Sebring twice. All for Porsche.”

Amelia honorees have scored 35 victories in the twin races that make up the 36 Hours of Florida, beginning with Sir Stirling Moss at Sebring in his upset 1954 victory driving an OSCA MT4 1450. Dan Gurney (Amelia honoree in 2002) won the inaugural Daytona Continental (1962) with a Lotus 19 and was part of Ferrari’s four-man squad that won the 1959 12 Hours of Sebring in the immortal Ferrari Testa Rossa.

Hurley Haywood is the first and only Amelia honoree to win the 36 Hours, when in 1973 he raced a pair of Brumos Porsches bearing the #59 to back-to-back victories at the Daytona and Sebring enduros.

Brian Redman, the 2000 Amelia honoree, won the 24 Hours three times (1970, 1976, and 1981) plus the 12 Hours of Sebring for BMW in 1975. Derek Bell, Amelia’s 2007 honoree, won the 24 Hours of Daytona three times (1986, 1987, and 1989). Bobby Rahal (Amelia’s 2011 honoree) won Daytona with Redman in 1981 and at Sebring with 2014 Amelia honoree Jochen Mass in 1987. Vic Elford (Amelia’s 2012 honoree) won the 24 Hours a week after his victory in the 1968 Monte Carlo



Rally with a Porsche 911 and then delivered Porsche's first 24 Hour race victory at Daytona. No less than Phil Hill (Amelia honoree in 1997)—the reigning World Champion at the first Continental—logged Sebring victories in 1958, 1959, and 1961 with Ferrari's Testa Rossas. In 1962, Hill and perennial Le Mans partner and cowinner Olivier Gendebien scored a Sebring GT Class win and second place overall with Ferrari's new 250 GTO.

In 1966, Ken Miles and Lloyd Ruby were the first to win the 36 Hours of Florida in a Ford GT40. In 1968, Hans Herrmann accomplished the 36-hour feat for his first 24 Hours of Daytona victory and his second win at Sebring. Both victories were powered by Porsche. Herrmann holds a place of distinction in Porsche's roster of winning drivers as part of the driving squad that scored Porsche's first victories at Le Mans, Daytona, and Sebring. The Amelia's 2019 honoree, Jacky Ickx, along with Mario Andretti, won Daytona and Sebring in 1972 for Ferrari. But that was the year the 24 Hours was abbreviated to six hours for "political reasons."

The FIA, the international governing body of racing,

**Above: Phil Hill driving a Ferrari 250 Testa Rossa at 1959's 12 Hours of Sebring. Right: 1953's 12 Hours of Sebring was won by Phil Walters and John Fitch in a Cunningham C4R.**

changed the rules to ban the 5.0-liter prototypes while also declaring that there would be only one 24-hour race in the World Championship of Makes, and the rest would be limited to a maximum of six hours. That single race exception was the 24 Hours of Le Mans. Sebring resisted and retained its traditional 12-hour format; Daytona, however, complied. The main beneficiary was Ferrari, whose Formula 1-based 312PB won the 12 Hours of Sebring and the one-off 6 Hours of Daytona.

Sebring came close to another headline upset in 1970 when the Porsche 908 of movie star Steve McQueen and Peter Revson (heir to the Revlon cosmetics fortune) nearly won the 12 Hours. In a stunning drive, Mario Andretti muscled his Ferrari 512 Spyder to victory, overcoming a 22-second deficit.

"Movie stars seem attracted to Sebring and Daytona," says Warner. "I was at Daytona when Paul Newman, age



70, was part of a four-man team that won the 1995 24 Hours of Daytona's GTS class in a Jack Roush Mustang."

Sebring's Hollywood alumni also include Gene Hackman (1984), James Brolin (1980, '82), Lorenzo Lamas (1988, '89), and Bobby Carradine (1977, '82, '92, '93).

Sebring's fans claim its 12 hours on the ancient runways are "half as long and twice as tough" as Le Mans. Five-time Daytona 24 Hours and three-time Le Mans winner Hurley Haywood says the 24 Hours at Daytona is harder and tougher than the 24 hours at Le Mans.

"From the '70s to the '90s, it was the dark. In February, Daytona's dark for over 14 hours. At Le Mans in June, it's only dark for about six to, maybe, seven hours," Haywood says. "But now, with the lighting at Daytona, you can drive the whole course with the lights off. And you have ambient lighting at Daytona that you don't have around Le Mans. Sometimes that is even more distracting. Sometimes it's easier in pitch-black at Le Mans. And at Daytona you're usually dealing with constant traffic and with broadly varying driver capabilities. The cars tend to run in packs and top speeds are similar. I

talked with Porsche's Norbert Singer about this and he told me that Daytona was more difficult for a driver."

IMSA's Mark Raffauf, a frequent Amelia Concours panelist, judge, and senior official at both long-distance races, characterized the Florida enduros as two of the most brutal events on the international calendar. "At Daytona, you destroy your engine and gearbox. Then you go to Sebring to kill the rest of your car," he jokes.

"As punishing as the 24 Hours and 12 Hours are," says Warner, "I'm grateful that so many winners survived.

"Porsche is the all-time champion, if there were such a title, of the 36 Hours of Florida," continues Warner. "Porsche has won 18 overall victories at the 12 Hours, and Porsche engines have powered 22 winners of the 24 Hours of Daytona. And Hurley Haywood is our unofficial champion of the 36 Hours. That became something of a pattern in our 1998 honoree's career," says Warner. "Hurley was also our first Amelia honoree to win the 24 Hours of Daytona and the 24 Hours of Le Mans in the same year—again, all for Porsche. But that's a story for another day." //

A 1932 Ford Hot Rod



FEATURED CLASS

# 90 YEARS OF THE '32 FORD

The '32 Ford and its new flathead V-8 provided the Big Bang that exploded into an entire universe of hot rods.

By **Ken Gross**





**T**he 1932 Ford is the holy grail of hot rods. Affectionately known as “The Deuce,” it’s the car every hot-rodder wants. Roadsters are prized, but any Deuce will do—from three- and five-window coupes and four-door convertibles (called “phaetons”) to rare B400 Convertible Victorias.

A one-year-only body style, the handsome ’32 Ford bridged the gap between the Model A and a long series of new and improved V-8-powered models that followed. The 1932 model marked one of Henry Ford’s most dramatic gestures, offering a powerful V-8 engine in the low-priced field. The ’32 Ford gave hot-rodders an instant “go-fast platform,” a sturdy ladder frame with a rigid, K-shaped cross-member, timeless good looks with or without fenders, light weight, plus engine and suspension compatibility with generations of Fords to come.

Over the years, hot-rodders never stopped modifying ’32s. They’ve been chopped and channeled, dropped and drilled, souped-up, primped-up, and extensively

This ’32 highboy roadster’s interior features black, custom hand-stitched vinyl seats. The Classic Instrument gauges are framed on an aftermarket engine-turned panel.







raced, from California's dry lakes to the Bonneville Salt Flats, on drag strips all over the country, and yes, even on the streets.

The key was always what's under the hood.

Speed seekers wasted no time in modifying Ford's new V-8, quickly doubling, then tripling its 60-rated horsepower. It was affectionately called the "flathead," because its valves were located in the engine block, not in the cylinder heads. Ford increased its displacement over time for more power. Hot-rodders made their engines bigger still, boring and stroking the cylinders and boosting compression ratios, adding more carburetors, even adding superchargers. The results were speed records, culminating with 200-mph-plus flat-out runs at Bonneville. Hot-rod legends such as Vic Edelbrock Sr., Ray Brown, Ed Iskenderian, Ed Winfield, Phil Weiand, Eddie Meyer, Kong Jackson, and Barney Navarro, to name a few, developed affordable flathead speed equipment. The rapid growth of *Hot Rod* magazine's circulation ensured the latest speed news from California was soon known as far away as Maine and Massachusetts.

And the 1932 Ford was at the center of the action.

Although the Deuce was more than 20 years old in the '50s, it was still America's hot rod of choice. "Chili" Catallo's "Little Deuce Coupe" graced the cover of the Beach Boys' album of the same name. Ricky Nelson rode in a channeled '32 Ford roadster on TV's *The Adventures of Ozzie and Harriet*. Hot-rodding waned a bit in the early '60s, when Detroit muscle cars such as the speedy Pontiac GTO offered affordable horsepower and performance available at a local new-car dealership.

But barely a decade later, George Lucas's seminal film, *American Graffiti*, reminded rodders that their cool old cars were still hot. When the outlaw yellow Deuce coupe blew off Harrison Ford's '55 Chevy, theaters across the land erupted in cheers. Hot-rodders began again in earnest, stuffing bigger, badder engines into prewar cars. The '32 has been improved and reinvented, decade after decade.

Deuces have been drivers and dragsters, cruisers and competition cars. Topless, fenderless, stripped for action, looking for trouble—and finding it. Top builders



including Jerry Kugel, Barry Lobeck, Pete Chapouris, Chip Foose, and Boyd Coddington catapulted the '32 into the 20th century—some with modern, artfully reshaped bodies, contemporary fuel-injected engines, disc brakes, and more. For the 21st century, quite remarkably, the '32 Ford has remained relevant.

If you don't have a historic Deuce, don't worry. New cars are being built to look as if they were done 50 years ago. Brand-new steel '32 Ford coupe and roadster bodies are readily available; budget-minded hot-rodders can even buy fiberglass reproduction bodies. With new (and improved) Deuce chassis frames on the market and every possible part being reproduced today, including new flathead engine blocks, the hot rod of your dreams is just a few phone calls and a credit card away.

Purists still comb swap meets and a few historic wrecking yards looking for authentic Ford parts and vintage speed equipment. Others build all-new cars from the abundance of aftermarket components and crate engines available today. And now it's time to celebrate.

The 2022 Amelia Concours d'Elegance will present



Photos courtesy Chip Foose

This 1932 five-window coupe is one of Chip Foose's personal builds. It's powered by a rebuilt flathead by Mike and Max Herman from H&H, complete with an Italmecanica supercharger.

eight '32 Ford roadsters, ranging from acclaimed historic cars to some recent builds. The intent is to honor the timeless Deuce and show that these cars are still turning heads, smoking tires, and shaking up the streets.

Here are a few Deuces you'll see...

Bill Warner, founder and chairman emeritus of the Amelia Concours d'Elegance, was the impetus for this Deuce celebration. "Let's do a '32 Ford 90th Anniversary Class in 2022," Warner said when he first called me with his idea. "I'll bring my car, you bring yours, and we'll round up a few more." Warner owns the former Don Schafer '32 Ford roadster that was first built in 1950, then rebuilt by Donn Lowe. Formerly a channeled car, Lowe unchanneled it, zee-ed the frame, installed a '51 Chevy dash and a stunning tan padded top, and then sold the car to Buddy Pepp in Beverly Hills. When Pepp thinned out his collection last year, Warner bought the roadster he'd always wanted.

Bruce Meyer is bringing the ex-Doane Spencer roadster. Known as "Mr. Bracket" thanks to an uncanny eye for detail and expert fabrication, the late Doane Spencer was a superb engine man as well. Spencer turned 126.76 mph running a de-stroked flathead with heads and intake by Indy regular Mal Ord. In 1950, he began to rework the car for La Carrera Panamericana, the famed Mexican road race, installing a big Lincoln V-8. The roadster passed to *Rod & Custom* ex-editor Lynn Wineland, then Neal East, and lastly Meyer, who had Pete Chapouris restore it. Winner of the first Pebble Beach Historic Hot Rod class in 1997, this '32 may be the most coveted Deuce roadster of all time.

Ray Brown's '32 Ford roadster was his everyday driver and his race car. There's a famous shot of the car at Lake Arrowhead in the winter of 1947-48. Working at Eddie Meyer's shop in West Hollywood, Brown built his '46 Mercury V-8 with Meyer heads, dual intake, and ignition. He had the block ported by Manny Ayulo, stuffed in a Winfield SU-1A cam, and turned 125.70 mph at the lakes. Kirk F. White found the car in 1991, recognized its distinctive hood louvers, and commissioned Jim Lowrey Sr. and Junior to do a ground-up restoration. One of the first hot rods to be certified as an authentic race car by

the Antique Automobile Club of America, Brown's roadster helped to make hot rods acceptable at Pebble Beach and took second place there in 1997. It's owned today by the Petersen Automotive Museum.

The Ralph Guldahl-Pete Henderson roadster changed many times through the years. Restored to the way it looked in the '40s, it will always be known as "the hot rod that beat the racehorse." Legend has it that a cowboy with a quick horse won bets challenging hot cars in 1944. With Pete Henderson driving, this roadster was the only car that won such a competition. Henderson sold the car in 1946. Driven by Manny Ayulo and Jack McGrath and raced on circle tracks, it survived competition and became a noted street highboy, with bobbed rear fenders by Art Chrisman, a 265-cubic-inch Chevy V-8, baby moon hubcaps, and wide whites. It's now owned by Ross and Beth Myers of 3 Dog Garage, located in Boyertown, Pennsylvania.

Full disclosure: One of the '32s on the field is mine.

## **Even today, purists still comb swap meets and a few historic wrecking yards looking for authentic Ford parts and vintage speed equipment.**

When I couldn't find a "pedigreed" historic Deuce, I did the next best thing, combing swap meets for cool old parts, locating an original '32 frame and body, then commissioning Dave Simard of East Coast Custom to massage the vintage metal and assemble a period-perfect '40s-era roadster. Mark Kirby of Motor City Flathead built the bored and stroked, supercharged, 304-cubic-inch flathead V-8, with Eddie Meyer heads and a Harman & Collins magneto ignition. Steve Pierce fabricated a Carson-style padded top and a tuck-n-roll tan leather interior. Kevin Olson and Phil Austin applied 24 hand-rubbed coats of black laquer paint. Desirable goodies include ultrarare Kinmont disc brakes and a Culver City Halibrand quick-change rear end. This roadster won the Bruce Meyer Hot Rod Preservation award at the 50th Grand National Roadster Show in 1999. But it's a driver, with more than 7000 miles on the odometer.

There are several more Deuces in the 90th Anniversary Class. The '32 Ford is a timeless icon, and there's every expectation we'll be back here for its 100th birthday in 2032. //



The Deuce coupe driven by John Milner prepares for the race with the 1955 Chevy, driven by Harrison Ford (before he became famous for *Star Wars*) in 1973's hit film *American Graffiti*.

## HOT ROD AND CUSTOM GLOSSARY

**Blown:** An engine that uses forced induction, typically via supercharger, although turbocharged engines are also sometimes referred to as such. The term “blower” refers to a supercharger but not a turbocharger.

**Bobbed Rear Fenders:** Shortening the rear fenders on a car by cutting off the ends. Done mainly for appearance.

**Channeled/Channeling:** Lowering the entire body over the frame, requiring the building of a new floor.

**Chopped/Chopping:** Lowering a car's roof by removing a horizontal section of metal from each of the window pillars.

**De-stroke:** Shortening crankshaft throws to decrease displacement. Often done to permit racing in a different class.

**Dropped:** Stretching and reshaping an I-beam front axle at both ends to lower the front end of a car.

**Drilled:** Drilling holes in a suspension component, a solid axle, a brake drum, or a chassis rail to lighten the part, and thus reduce weight.

**Flathead:** An engine (usually a Ford or a Mercury) with the

valves in the engine block, rather than in the cylinder head.

**Highboy:** A fenderless hot rod with the body mounted in its standard position on top of the chassis frame, most typically used for a Model A Ford, but also for later models.

**Hot Rod:** An old car, truck, motorcycle (or go-kart, for that matter) that has been modified for more power or speed.

**Lowboy:** A fenderless hot rod that's channeled over the frame, as opposed to a highboy.

**Sectioned:** Removing a horizontal strip around the entire body to make the car lower in height.

**Shaved:** When trim, door handles, emblems, or any other body adornment have been removed and filled for a smoother look.

**Stroking:** Altering crankshaft throws and modifying connecting rods to increase engine displacement.

**Zee the Frame:** Cutting a chassis frame at the kick-up where the frame rails pass over the rear axle, then welding in a vertical section to lower a car in the rear. The resulting frame cross-section resembles a “Z.”

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1962 Ferrari 250 GTO  
by Scaglietti.

Photo courtesy Patrick Emzen/RM Sotheby's



FEATURED CLASS

# FERRARI AT 75

The iconic Italian marque celebrates 75 years of creating legends.

By Charles Dressing



**T**hree-quarters of a century ago, the first Ferrari appeared, with Enzo Ferrari at the wheel. He exited his factory gates onto the long, straight road where the new V-12 engine could stretch its legs. It was March 12, 1947.

The tiny, 1.5-liter V-12 designed by Gioacchino Colombo produced a lovely sound and, eventually, 120 horsepower. That was strong enough to lead its first race and win its second, the Grand Prix of Rome, on May 28, 1947, a mere two months after Enzo's maiden drive. It was neither luck nor chance but the first of four straight victories for the new Ferrari marque in the GP of Rome.

The 27th Amelia Concours features many landmark road cars of Ferrari history, including the 1949 Le Mans-winning 166 MM; the fabled 250 GTO; its heir, the 275 GTB North American Racing Team (NART) Spyder; the 365 GTB/4 Daytona, and the 2021 Ferrari Monza SP2.

Ferrari built its reputation quickly, winning the treacherous Mille Miglia (Italian for "1000 miles") from

1948 through 1953. A victory in the first postwar 24 Hours of Le Mans (1949) was followed almost immediately by a win in the 24 Hours of Spa in Belgium. In both races, victory was delivered by future NART impresario Luigi Chinetti, the visionary who convinced Ferrari to create cars he could sell to "rich Americans." His words had both gravity *and* authority: Chinetti had won the 1949 Le Mans (his third Le Mans victory) in June, practically single-handedly, in Ferrari's exquisite Touring-bodied 166 MM, which had won the Mille Miglia the month earlier. "No driver," said Enzo, "could ever say he achieved his victor's laurels if he had not won at Brescia." (The town that marks the starting and finishing points of Italy's Mille Miglia race.)

Ferrari's words still echo across seven decades. In February 2021, Ferrari chairman John Elkann announced that Ferrari would reenter top prototype endurance racing at Le Mans in 2023, saying, "... innovations that arise from the track ... make every road car produced in Maranello extraordinary."

Ferrari road cars are what they are because Enzo





Left: The 1949 Ferrari 166 MM was named for the Mille Miglia, a race essential to establishing Ferrari's legend. Above: The 365 GTB/4 Daytona is the classic front-engined V-12 Ferrari.

loved racing and racing cars. He wasn't shy about it, saying, "I have, in fact, no interest outside of racing cars." It was no surprise when Ferraris such as the 250 Tour de France and the short-wheelbase 250 were able to do double duty and excel on both road and track.

"The Ferrari is a dream," Ferrari himself said long ago. "People dream of owning this special vehicle and for most, it will remain a dream apart from those lucky few." For those lucky few, Ferrari's opinions, passions, prejudices, and style live on in his cars and are a compelling, perhaps essential, part of a Ferrari's value and allure.

When one thinks of a Ferrari engine, it is usually a V-12; however, Ferrari built four-, six-, and eight-cylinder engines as well. All won races and championships. Yet the V-12 remains the quintessential Ferrari engine, powering every one of the nine overall Le Mans winners from 1949 to 1965, plus every Ferrari that won the

Mille Miglia from 1948 to the final World Sports Car Championship race of 1957.

"I don't sell cars; I sell engines," Ferrari once said. "The cars I throw in for free since something has to hold the engines in." That was true on that March morning in 1947. That day, the first Ferrari wore no coachwork, consisting of a simple frame, the wheels, brakes, the transmission, and, of course, that first exquisite V-12.

Some Ferrari fans will tell you that they can distinguish the engine note of a Ferrari from other V-12s. Enzo Ferrari must have believed that, saying, "The sound and beauty of my cars is a wonder to my ears and eyes." The sound of the engine before the beauty of the body. Pure Ferrari.

While road cars paid the bills, Enzo's ultimate passion was grand prix—today known as Formula 1—racing. Ferrari's first World Championship victory came at Silverstone in the 1951 British Grand Prix, when Ferrari's 375 F1, powered by a 4.5-liter V-12, broke Alfa Romeo's stranglehold on the World Championship. This was the grand moment. Ferrari had defeated his

nemesis, the Alfa Romeo 159, the “Alfetta,” a car that Ferrari helped create before the war. In his autobiography, Enzo recalls his emotions on the great day—July 14, 1951—by writing of his victory over his former employer’s fleet of supercharged Alfettas: “I have killed my mother!” Textbook Ferrari opera indeed, but a pivotal day in motorsport history.

Ferrari’s relationship with the Ford Motor Co. is well documented, most notably in the 2019 film *Ford v Ferrari*, a marquee-quality tale of business and motorsport hubris. Ferrari’s effect on General Motors before his war with Ford is barely a footnote, yet it reveals Ferrari’s gifts for annoying and infuriating his contemporaries and competitors.

In 1956, Jerry Earl, son of GM styling czar Harley Earl, decided to purchase a Ferrari 250 MM for some club racing. By then Ferrari had won the 24 Hours of Le Mans as a car builder twice in just 10 years, fashioning a glamorous reputation. The elder Earl did not take this news well and launched a frenzy of activity inside the GM Styling Section.

A 1956 Corvette was pulled from the assembly line and sent to GM’s design center. The shop order said the Corvette was to receive “race modifications and

cosmetic additions.” Seventeen engineers went on alert, working practically around the clock. The result was the hefty but stylish Corvette SR-2 for young Earl to race. Crisis averted.

This 75th anniversary also marks other Ferrari milestones: 2022 is the 90th anniversary of the first car to win a race wearing Ferrari’s “Cavallino Rampante,” the prancing horse shield, which graced the sides of a pair of Scuderia Ferrari–entered Alfa Romeo 8C 2300s in a one-two victory in the 1932 24 Hours of Spa. Seventy years ago, the only Ferrari to race in the Indianapolis 500—a modified ex-grand prix 375 V-12—qualified 19th in the hands of Alberto Ascari, who would go on to be the grand prix world champion in 1952 and 1953. Ascari climbed to eighth place at Indy but spun into the infield after 40 laps when a wheel hub failed.

It’s also the 60th anniversary of Enzo’s first book, *Le Mie Gioie Terribili (My Terrible Joys)*, and the fabled GTO, the ultimate evolution of Ferrari’s immortal 250 GT series. Ferrari’s Gran Turismo Omologato coupe had its competition debut on March 24, 1962, at the 12 Hours of Sebring, exactly one month to the day after its press introduction at the factory. It placed second overall and won the GT class.

**The 1968 275 GTS/4 NART Spider features gorgeous bodywork designed by Pininfarina and masterfully crafted by Scaglietti.**



Three months later, the 1962 24 Hours of Le Mans was another GTO triumph. Seven new GTOs started and four finished, placing first, second, third, and fourth in class. The French-entered #19 GTO that will represent the breed at the 2022 Amelia won the Le Mans GT class with a remarkable second overall, outrunning its nearest competition by 134 miles. The demanding road- and track-based Tour de France Automobile race also fell to the versatile GTO in 1962 and '64.

The GTO set off-track records long after its 1962 world championship season. Today, a GTO remains the most expensive car ever sold at auction, for a price of \$48,405,000 in 2018. Ferrari's auction performance is a mirror image of its lustrous racing pedigree: Of the 50 highest-priced cars ever sold at auction, 28 are Ferraris. Whispered numbers regarding private-sale prices push the top tariff for many Ferraris even higher. It's little surprise that all the Ferraris on that top-50 list were made during Enzo Ferrari's lifetime.

"There is at least one Ferrari on everyone's fantasy car list," says Larry Webster, editor-in-chief of *Hagerty Drivers Club* magazine. "Ferrari is the number-one aspirational brand ever."

Ferrari's name and insignia appear on nearly

everything: watches, pens, shoes, handbags, backpacks, briefcases, jackets, caps. There are Ferrari-themed amusement parks—Ferrari Land in Spain and Ferrari World in Abu Dhabi. There seems to be no limit to the public's appetite for anything bearing Ferrari's name and prancing horse.

Ferrari is so good at what it does that the social and commercial potency of the marque goes well beyond the auction house, the showroom, and even the highway. According to a 2014 study by iBrand, Ferrari is the strongest auto brand in the industry and among the top 10 brands in all industries.

Three decades after his death, Enzo Ferrari's passions still exert a strong influence on the cars that wear his surname, on the sport that triggered his passion, on his competition, on the collector car hobby, and even on the greater automotive industry.

The blurry boundaries between the early Ferrari racers and road cars are still part of the Ferrari magic and allure 75 years later. Enzo Ferrari, who saw himself as a component of his cars and his company, knew this magic would live on.

"Death will destroy my body, but my creatures will keep on living ever after, in the years to come." //



1967 AAR Eagle-Weslake  
Mk 1 Formula 1



FEATURED CLASS

# GURNEY EAGLES

**Dan Gurney was the first American to win in Formula 1 in a car of his own design. And that was just the beginning.**

By Charles Dressing





**A**s the grand finale of the Amelia Concoors Best of Show awards, founder Bill Warner honors not only the winners but the achievements and the memory of 2002 Amelia honoree Dan Gurney. With the best-of-show-winning cars and their owners gathered, Bill gives the celebratory Moët & Chandon magnum a brisk shake and sprays. It's a reprise of Gurney's famous victory celebration on June 11, 1967, when he and A.J. Foyt scored the first all-American victory in the 24 Hours of Le Mans. Many years later, it became an Amelia tradition.

There was another, more private Amelia Concoors celebration involving the '67 Le Mans winner: On June 12, 2017, the staff at Amelia Concoors HQ assembled and placed a call to Newport Beach, California.

It was the 50th anniversary of Gurney and Foyt's all-American victory at Le Mans. There was a magnum of Moët on hand, and we all had Champagne flutes ready. When Gurney answered the phone, we all cheered. His

ageless wife Evi was there, too, and she also was touched by the sentiment and the call.

We made sure they both could hear the Champagne cork pop. There was a toast and a little good-natured kidding about not wasting precious Moët. Gurney had a fine laugh as we commemorated that moment just after 4:00 p.m. local time in 1967, when he soaked the crowd at Le Mans—including Henry Ford II—with a massive froth of bubbly. It is a moment that remains at the top of nearly every race fan's memory.

History was speaking to us again when we learned that three fresh Eagle restorations were nearing the finish line. It was an easy decision to have a class of Gurney's All American Racers Eagles at the 27th annual Amelia.

Less than a week after his historic victory at Le Mans, Gurney made more motorsport history, scoring the first Formula 1 World Championship Grand Prix victory for an American driver in an American car—a car of his own creation. The 1967 Belgian Grand Prix was the first all-American victory in a full-fledged European Grand Prix since Jimmy Murphy (with Ernie Olsen) won the



**Left:** For 1967, Gurney built this special Eagle, known as the mag-ti car for the magnesium and titanium in its structure. **Above:** Gurney won the 1967 Belgian Grand Prix in the Eagle a week after his record-setting win at the Le Mans 24 Hours.

1921 French Grand Prix—also at Le Mans—in a Duesenberg. It was also the fastest Grand Prix in the history of the Formula 1 World Championship: Gurney averaged 145.982 mph, taking just an hour and 41 minutes to complete 28 laps of the daunting 8.761-mile Spa circuit.

Dan Gurney had always been an agent of change. He'd been competing since his days racing hot rods on the dry lakes in the 1950s, but the 1962 racing season launched him on a steep trajectory. It began in Florida.

Daytona International Speedway held its first Daytona Continental on the 3.81-mile road course/oval that people soon began calling a "roval." Gurney won that first Continental—the blood ancestor of the 24 Hours of Daytona—with a cunning and dramatic finish. It was the gilded beginning of an extraordinary year for Gurney and, as it turned out, international motorsport.

In May 1962, Gurney breezed through his Indy 500 rookie test. The turbine-powered, rear-engined car he was to race couldn't be coaxed up to speed. So Gurney switched to one of Mickey Thompson's Buick-powered, rear-engined cars, qualifying a very respectable eighth. On lap 92, his debut Indy adventure ended with drivetrain troubles. No matter. His horizons were farther away than the '62 Indy's checkered flag.

Gurney had seen the future. He had invited the gent who made his Daytona Continental-winning Lotus to the '62 Indy 500, even paying his airfare. Lotus chief Colin Chapman was appalled by the level of technology of the Indy-ruling roadsters and sensed an opportunity. A year later, a pair of Lotus 29s powered by Ford V-8s gridded fifth (Jim Clark) and eighth (Gurney). The Lotus twins finished second and seventh. The rear-engined duo earned \$74,391: a Midas-class fortune by Formula 1 standards. And motorsport changed.

That July, Gurney scored his and Porsche's first Formula 1 victory in the French GP. Porsche quit F1 and Gurney went to the Brabham F1 team, logging five



points-paying finishes in '63. The next year was better.

France was again kind to the tall American, and Gurney also won the GT class at Le Mans (with Bob Bondurant) in one of Pete Brock's Shelby American Cobra Daytona coupes. Just a week later, Gurney delivered Brabham's first World Championship F1 victory, reprising his performance of 1962 by winning the French GP, again at Rouen. At home, Gurney and Carroll Shelby founded AAR—All American Racers. Gurney had seen firsthand at Brabham that the racer/car builder/team owner equation worked. The world of motorsport was about to change again.

The Indy 500's ultimate future was delayed by one year: The roadster establishment got a free ride in 1964 when the leading rear-engined Lotus/Ford had tire trouble. In 1965, Lotus became the first rear-engined Indy 500 winner. The Grand Prix-style Indy car envisioned by Gurney and Chapman three years earlier was the new establishment.

A year later, six new California-built AAR Eagles appeared at Indy. The best qualified fifth. Lloyd Ruby led

**The eyes have it: Gurney throws his Eagle-Weslake T1G into a corner at the British Grand Prix, July 20, 1968. He completed just 8 laps before a fuel-pump failure put him out of the race.**

the most laps (68) of the '66 500 in his #14 Bardahl Eagle and was ultimately classified 11th after retiring with "engine trouble." Gurney's #31 Eagle was one of eleven cars involved in that race's infamous starting-line crash. Two weeks later, the new Formula 1 Eagle debuted in the Belgian Grand Prix, qualifying 15th.

AAR's new V-12 engine wasn't ready, so Gurney used a late-1950s-vintage, 2.7-liter four-cylinder Coventry-Climax engine. Gurney's Eagle didn't make the checkered, completing just 23 of the 28 laps for an unclassified result. Three weeks later, in the French GP, Gurney scored AAR's first two points with a fifth-place finish in his Eagle.

By the Dutch Grand Prix, the third race of the '67 season, Gurney had his new V-12-powered Eagle on the front row. Then came Le Mans and the first all-American victory in the 24-hour French classic. The Champagne tradition was born.



A week later, in Belgium, Gurney was on the front row again and set the fastest lap on his way to Eagle's first World Championship checkered flag. Gurney's dream of an all-American F1 racer had come true. A bunch of California hot-rodders had designed and crafted a car capable of victory at the top level of international motorsport.

The 1967 Belgian Grand Prix win echoed Gurney's first Eagle victory in the non-championship opening race of the 1967 F1 season. The new V-12 won both heats and the 40-lap feature, leading every lap at the Brands Hatch circuit. Part of Gurney's prize was 100 bottles of Lanson Champagne. AAR V-12 engine designer Harry Weslake toasted the maiden victory, enjoying a glass of Gurney's prize in celebration of the new V-12's instant potency. No bubbly was sprayed that March afternoon.

F1 success aside, AAR's founding sponsor, Good-year, was interested in the Indy 500, not F1. So AAR turned its attention to Indy cars after the 1967 season. There were seven Eagles entered in the 1968 500.

History may not repeat itself, but on rare occasions it rhymes. On May 30, 1968—46 years from the day that Jimmy Murphy won the 1922 Indy 500 with his French GP-winning Duesenberg (with the new Miller engine), Bobby Unser became the first Eagle racer to “drink the milk,” winning his and Eagle's first Indy 500. Gurney was second in his Ford-powered Eagle. Defending F1 World Champion Denny Hulme made it three Eagles in the top five.

For good measure, a stock-block Chevy V-8 Eagle took Dr. Lou Sell to five victories in eight races and the 1968 SCCA National F5000 Championship. That same year, Gurney was again ahead of the curve, this time in racing safety, assigning himself the role of guinea pig and introducing the Bell Star full-face helmet. It didn't take long for others to follow. Again.

Seven Eagles started the '69 500 and Gurney was second again. Eagles also won five rounds of the USAC National Championship. On SCCA road courses, the Chevy-powered F5000 Eagle delivered Tony Adamowicz his SCCA F5000 title.

A year later, Gurney's works entry took a third-place finish at the 500, the best result of the seven Eagles entered. Five Eagles started the 1971 500. Then the rules changed. A new car was needed for '72 and Gurney once

again went the new rule book one better, this time with nothing more than a strip of aluminum placed on the rear wing. Today it's known as the “Gurney Flap.” Testing in Phoenix revealed that this small flap increased downforce and paid a huge speed dividend. The 1973 Indy 500 proved it: Unser blew away the record, qualifying at 195.94 mph, a 17.2-mph increase over the 1972 pole speed and the biggest Indy speed increase ever.

But there was more to it, and customers lined up for the new AAR creation. The Eagle 7200 was a masterpiece: Gordon Johncock proved it, drinking the Indy winner's milk in 1973.

Gurney was so confident in his new Indy-winning racer that he challenged all F1 constructors to a duel, offering \$100,000 to any F1 car that could beat his Offy-powered Indy Eagle around the Nürburgring, Germany's legendary track. There were no takers.

Eagles occupied 60 percent of the '73 Indy 500's starting grid; the best finished second and fourth. The

## **Gurney found himself perilously close to becoming America's racing sage and prophet, but his heart and soul were still in the cockpit.**

mighty Eagle 7200 had the technological staying power to race through the 1975 season, and Gurney saw another Eagle 7200 claim victory again at the infamous '75 Indy 500. Another bottle of milk for Bobby Unser. Through the end of the 1976 season, Eagles won 47 United States Auto Club (USAC) open-wheel races—starting on August 7, 1966, with Roger McCluskey's Eagle/Ford victory at Langhorne.

Gurney had retired from the cockpit after the 1970 season to devote his considerable and unique attentions to running AAR full time.

His last race was in an American car, but one with a roof and doors. It was Plymouth's Barracuda Trans-Am racer, the fabled AAR Cuda. While the AAR Cuda never made it to Victory Lane, the cars are rare and prized by collectors. (Just 2724 production cars were built.)

A new F5000 racer failed to live up to the reputation of the mighty Indy 500 and F1 Eagles. The revised and improved 755 Eagle F5000 racer, driven by no less than future F1 World Champion James Hunt, finished second at the 1975 Laguna Seca round—a high-water mark



for the type. Not even Indy winner Bobby Unser could improve on that, racing a 755 to sixth at Pocono.

AAR turned its attentions elsewhere. Its artisans crafted a superb Formula Ford that two-time Sebring GT winner David Loring took to the 1978 SCCA National Formula Ford Championship. AAR was still on the leading edge, regardless of the content of the rule books.

Gurney's next contribution to pro racing sent tremors through the top level of American and international motorsport. He authored his now-famous "White Paper," which cataloged the successes and failures of American open-wheel racing, comparing and contrasting it with Formula 1. It was a call for logic, change, reform, and improvement of the fiscal and organizational components of American open-wheel racing. It was an unprecedented appeal to entrants to work together as Formula 1 constructors were doing—a sweeping look at the business side of American championship racing.

He was taken seriously. In 1979, Gurney's ideas and even his proposed name for the organization—Championship Auto Racing Teams, or CART—were adopted and

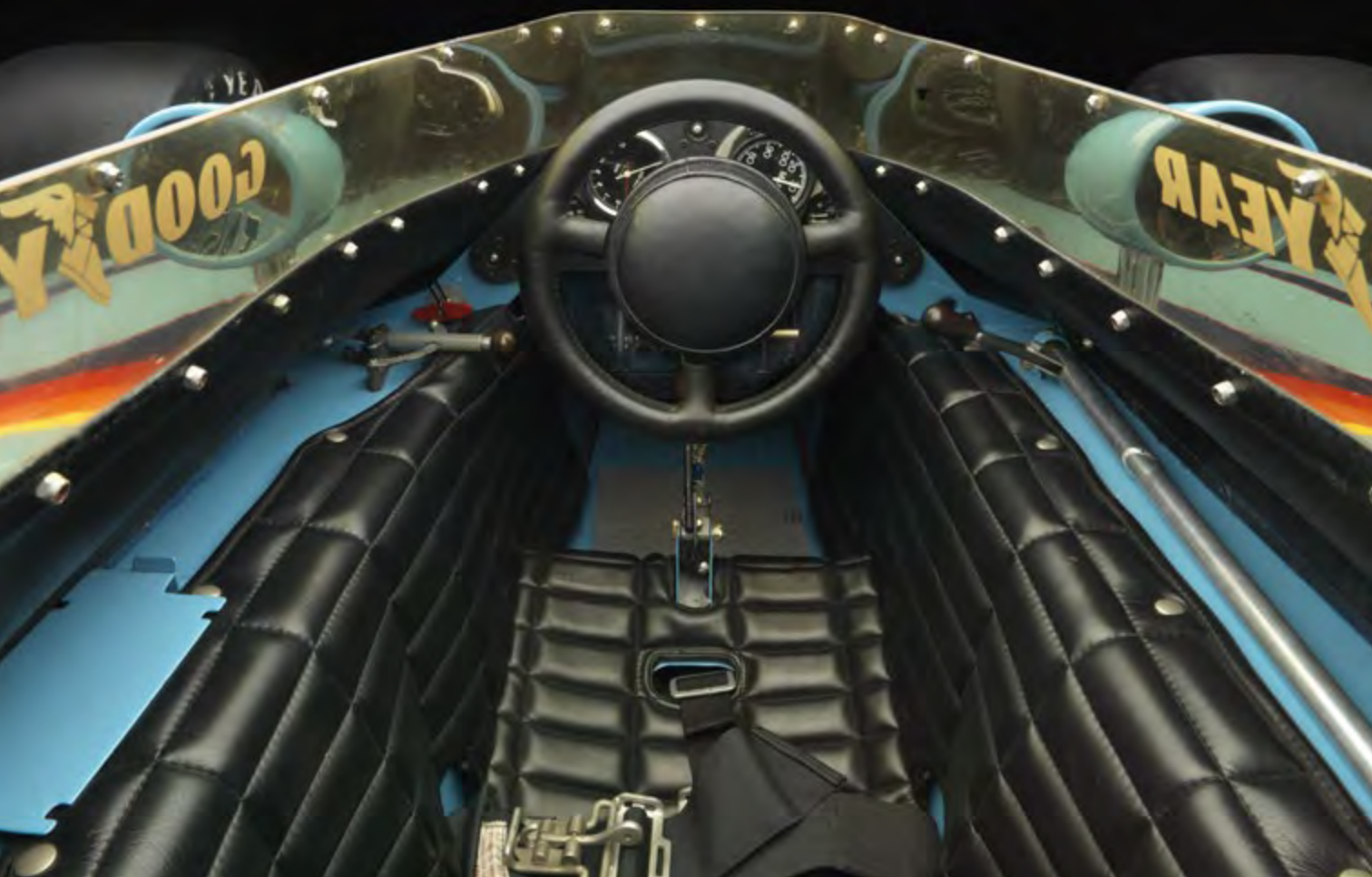
**Above:** In 1975, James Hunt piloted the 755 Eagle F5000 to second place at Laguna Seca. The car failed to be competitive that year. **Right:** Its cockpit has the barest of essentials.

a new sanctioning body was formed. It worked, ushering in a new era of American championship racing.

Though it eventually spawned a civil war—the so-called "split"—in American open-wheel racing, Dan Gurney's foresight and vision changed and improved motorsport and many of its allied industries.

Gurney found himself close to becoming America's racing sage and prophet, but his heart and soul remained in the cockpit. He and his AAR crew were still "obsessed"—Gurney's word—with the Indy 500. What they created for the 1981 season rocked the establishment as soundly as the Lotus that Gurney, Chapman, and Jim Clark had run at Indy nearly two decades earlier.

The 1981 Eagle 8100 with its stock-block Chevy V-8 engine was Gurney's favorite Eagle. Proof of concept came instantly: Mike Mosley put the Eagle 8100 in the middle of the 1981 Indy 500's front row. But it was all



over in 16 laps. Two weeks later, on the Milwaukee Mile in the Rex Mays 150, Indy car racing changed again.

Mosley came from last to first in the new Eagle. Gurney called it the Boundary Layer Adhesion Theory, or BLAT, and it humiliated every other car in the field. It looked and worked like nothing else. The Eagle's underside was described as an "upside-down F-16 fighter." Mosley drove around the field to a one-lap victory ahead of four Indy 500 winners. It was without precedent.

The BLAT was something no one had thought of or even considered. Once again Gurney had found a better way. His reward for another great leap in aerodynamic performance? The BLAT Eagle was banned by the very organization that Gurney called into being with his 1978 White Paper. Gurney and company were punished for being the smartest guys in the room. AAR may have won a moral victory with the BLAT, but moral victories don't score points.

In 1986, Toyota sponsorship lured Gurney into the International Motor Sports Association (IMSA) wars with an AAR-prepared Toyota Celica Turbo, with which

he scored big points. Year one of the three-year program yielded a drivers' and manufacturers' championship from 15 wins and 21 podium finishes. It was the preface to another Eagle aerodynamic monster. In 1992, AAR created a Toyota IMSA GTP racer, the Eagle Mk III.

It echoed the performance of the 1981 BLAT Eagle 8100, sweeping away the competition and the record books. The Mk III raced for two seasons and won 21 of 27 championship races. Some experts and insiders still blame Gurney's all-conquering Eagle Mk III for the demise of IMSA's GTP series. Yet another change.

"In a sport that's usually evolutionary, AAR often colored way outside the lines, producing landmark cars and concepts and achieving extraordinary results to the point of getting banned," said Bill Warner, founder of the Amelia Concours d'Elegance. "That goes well beyond what people once called 'American Ingenuity.' I suppose we could call it All-American ingenuity. And that's something worthy of celebration. So we should probably spray more Champagne, but traditions aside, I'm not so sure about what to do with the milk." //

# It's wild out there.



ADAM BRAYALI AND HIS 1989 PORSCHE 950 IN GUARDS RED

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James Lipman

1966 Honda S600



FEATURED CLASS

# RARE JAPANESE SPORTS CARS

Japan has produced amazing sports cars since the late 1950s.  
We gather some of the best for the first time ever.

By Myron Vernis



**T**oday, we don't bat an eyelash at highly regarded sports cars and supercars from Japan, such as the Acura NSX, the Toyota Supra, the Mazda RX-7, and the Nissan GT-R. It took a lot of time, effort, and experimentation for Japanese car companies to reach the level of respect that these cars have today. The cars we've assembled feature some of the special highlights of that progression. You'll be familiar with some; others you may never have heard of. Regardless, they are all unique and played a vital role in bringing the Japanese sports car market to international prominence.

#### HINO CONTESSA 1300S COUPE

Hino dates to the early 20th century, although the name wasn't adopted until the 1940s. Although Hino's primary business was the construction of trucks and heavy equipment, its car business grew steadily through the 1950s.

By the 1960s, Hino had begun to build its own cars.

It was one of the first Japanese companies to hire a well-known Italian designer to create a unique car. In this case, it was the highly regarded Giovanni Michelotti, designer of Ferraris, Lancias, and Alfa Romeos. Hino used Michelotti's initial design on a car that had its own chassis and powertrain, with the engine placed at the rear.

With this series of Michelotti-designed cars, Hino set a goal to sell cars in the U.S. market. Hino recruited famed American racer and designer Peter Brock to form a race team to campaign Contessa coupes in the States as a precursor to Hino's introduction. In true "race on Sunday, sell on Monday" fashion, Brock's two Hinos claimed the top spots in their first race. Toyota bought Hino and put an end to its auto production in 1966.

#### HONDA S600

Although the S500 was Honda's first production roadster and sports car, it was built only for the Japanese market and had very limited production. When the S600 was introduced in 1964, Honda put the world on notice.

The 606-cc engine was a technological marvel.





Left: The rear-engined 1966 Hino Contessa coupe designed by Giovanni Michelotti. Above: The purposeful dash of the Honda S600 had the ignition on the left to facilitate Le Mans starts.

It featured a roller-bearing crankshaft with double overhead cams. With 57 horsepower and a 9500-rpm redline, the 1576-pound speedster could easily reach 90 mph in stock trim. The four-speed transmission and four-wheel independent suspension with Honda's innovative chain drive were carried over from the S500.

To broaden the S600's appeal in foreign markets, Honda offered an optional, upscale trim package. The SM package included luxuries such as a heater, cigarette lighter, unique paint colors, and a radio. Testifying to the company's attention to detail, the radio antenna was hidden in the sun visor so the lines of the car wouldn't be disturbed. A year after the introduction of the roadster, the coupe was introduced as Honda's first closed production sports car. Both the coupe and roadster were two-seaters and represent the foundation of a long line of amazing sports cars from the company.

## ISUZU BELLETT GT-R

Today, the term GT-R is widely associated with legendary performance cars from Nissan. However, Isuzu was the first Japanese manufacturer to utilize that designation for the high-performance version of its Bellett, a couple of months before the appearance of the Skyline GT-R.

The Bellett was Isuzu's bread-and-butter car, with hundreds of thousands of boring but economical sedans sold in several Asian markets in the 1960s. The GT-R debuted for the 1969 model year and was totally unexpected from the brand. It sported a dual overhead cam, 1600-cc engine with twin carbs, which was good for an impressive 136 horsepower. Four-wheel independent suspension with stiff shocks, antiroll bars, and front disc brakes assured that the chassis could handle that power up to the car's 120-mph top speed.

Isuzu was proud of the Bellett GT-R and wanted the world to know when they saw one, so the cars sported badging on both sides, on the grille, and in the rear. Black side stripes and a blacked-out hood completed the not-so-subtle look. Only 1400 units were built in the



Photo courtesy RM Sotheby's



Photo courtesy Petersen Museum/Ted7



**Top left:** Although similar to a common Datsun 240Z/Fairlady Z, only 420 Z432s were built. **Left:** The Mazda Cosmo Sport was the first production car with a twin-rotor Wankel engine. **Above:** The Isuzu Bellett GT-R's black hood reduced glare.

three-year production run. Predictably, today they are rarely seen on the road or at shows.

### MAZDA COSMO SPORT

Even though Mazda didn't develop rotary-engine technology, the company's name became synonymous with cars powered by the unique powerplant. Developed by German engineer Felix Wankel in the late 1950s, the technology was already licensed by Mazda in 1961. With engineering led by Kenichi Yamamoto, Mazda produced the first commercially viable rotary-powered cars. The Cosmo Sport 110S was the car that led the charge for Mazda.

Although the NSU Wankel Spider was technically the first production car to carry a Wankel engine, it was an underpowered, single-rotor unit with a life expectancy of only a few thousand miles.

When Mazda introduced the Cosmo in 1967, it was a game changer. With its twin-rotor engine, it produced a truly usable powerband for both daily driving and sporting use. Considered by Mazda as its statement model for this technology, the styling of the car was nothing short of space-age.

Although the body was made of steel, each car was hand-assembled at the rate of approximately one per day. The Cosmo Sport was built in two series between 1967 and 1972, but it takes a keen eye to distinguish between them. Approximately 350 Series 1 cars were built in 1967–68. They were powered by a 110-horsepower, twin-rotor Wankel with a four-speed transmission. The Series 2 Cosmo was introduced in mid-1968. In that car, the engine was massaged to produce 125 horsepower, and a five-speed transmission was now standard. The most important change was the addition of five inches to the wheelbase of the car, which greatly improved legroom. About 840 Series 2 Cosmos were built before production ended in 1972. The rotary-powered Cosmo put Mazda on the map as an important and innovative manufacturer.



### NISSAN FAIRLADY Z432

Many know the S30 Datsun 240Z and Nissan Fairlady Z, which feature an iconic shape and are regarded as a tremendous sports-car value. While these cars were more than enough for 99.9 percent of the population, Nissan built a special version reserved for enthusiasts and racers in the home market. This was the Fairlady Z432.

Although outwardly similar to the stock S30, under the hood lived the fire-breathing S20 engine from the Skyline GT-R. This twin-cam, 24-valve inline six-cylinder truly brought the car to life. The 432 designation refers to the engine's four valves per cylinder, three carburetors, and dual exhaust. This special engine also doubled the price of the standard Fairlady Z.

Despite the high price, the car was devoid of amenities; it was intended to be a competition car, and lightness was important. It was even delivered with black-painted steel wheels with no wheel covers, intended only for rolling the car around until race wheels and tires were installed. In three years of production, a total of 420 Z432s were delivered to lucky customers.

**Above:** Known as the “Boxy Skyline,” the first-gen Skyline GT-R had 56 wins in four years of racing in Japan. **Right:** Only 62 of the Toyota 2000GTs were built in LHD configuration.

### NISSAN SKYLINE GT-R

Today, we associate the Nissan Skyline with a line of high-performance cars from Nissan that boast an all-conquering race history. Ironically, the first Skylines weren't performance cars at all. In fact, they weren't even Nissans. The Skyline nameplate was introduced in the late 1950s by Prince Motor Company as its top-of-the-line sedan. By the mid-1960s, Prince started dabbling in Japanese Touring Car racing with highly tuned Skyline sedans. In 1966, just as Prince was seeing success, Nissan took over the company.

Nissan continued to build the Skyline sedan until it introduced an all-new model in 1968. Affectionately known as the “Hakosuka” (Boxy Skyline), it featured crisp, modern lines. Various trim levels were available, but the real news was the performance model, dubbed the GT-R. Designed by the “father of the Skyline,”



Shinichiro Sakurai, its heart was a 2.0-liter, triple-carbureted, twin-cam inline-six designated the S20. This diminutive powerplant would gain legendary status in both the GT-R and Fairlady Z432.

Initially offered as a sedan, the Hakosuka GT-R saw immediate success in Japan. After building 830 sedans, in March 1971 Nissan introduced the two-door Hakosuka GT-R. Weighing 40 pounds less and with a wheelbase that was 7 centimeters (2.75 inches) shorter, it appealed even more to enthusiasts. Production ended in 1972, after a total of 1115 Hakosuka coupes were built. Its performance record was impressive: Between 1969 and 1971, GT-R sedans won 36 consecutive and 38 total class wins. The two-door versions continued the tradition by winning 13 consecutive and 18 total class wins between 1971 and 1973. The Skyline GT-R is one car truly worthy of the title “Instant Legend.”

### TOYOTA 2000GT

When most enthusiasts think of rare Japanese sports cars, the Toyota 2000GT is the first that comes to mind.

Of course, this is for a good reason, with the car’s sultry lines, exotic twin-cam powerplant, and luxurious interior. Possibly more important than any of these features is the fact that the 2000GT had a starring role in the legendary James Bond flick *You Only Live Twice*. The car in the movie was a never-produced convertible so Sean Connery could fit, but that’s a story for another time.

Produced between 1967 and 1970, only 351 2000GT coupes were built. Always intended as a halo car, it competed with icons such as the Jaguar E-Type and Porsche 911, and was priced accordingly. It’s interesting to note that the car wasn’t actually produced by Toyota; it was hand-built by Yamaha. Even more interesting is that Yamaha took the proposed project to Nissan first, but it was rejected. Yamaha had an existing relationship with Toyota, working on high-performance engine development. This opened the door to the decidedly outside-of-the-box project for a company today known mainly for reliable transportation appliances.

Toyota was responsible for the exterior styling of the aluminum-bodied car. Its design remained consistent



through the car's run, with only slight modifications to its front and rear in mid-1969. The majority of the cars featured a twin-cam, triple-carb, 2.0-liter inline-six (designed and built by Yamaha), which made 150 horsepower. Later in production, a small number of 2000GTs were equipped with the 2.3-liter engine. A five-speed manual transmission was standard, but a few later cars offered an automatic transmission and left-hand drive. Top speed was an impressive 135 mph. Fast and beautiful, the 2000GT is well deserving of its standing at the top of the collectible Japanese car pyramid.

### TOYOTA SPORTS 800

Although the 2000GT is Toyota's most famous sports car, the diminutive Sports 800 was Toyota's *first* sports car. Without this special little machine, the 2000GT would never have been built.

With the introduction in the mid-1960s of sports cars such as the Honda S500, the Nissan Fairlady roadster, and the Daihatsu Compagno Spider, Toyota found itself behind the eight ball in that segment domestically. With the help of a designer on loan from Nissan, Toyota introduced a new prototype: the Publica Sport.

**The Sports 800 was Toyota's first sports car. The headlight design was carried over for the later 2000GT. About 10 percent of production was built for the left-hand-drive Okinawan market.**

The body shape was similar to the final production car, but the top had a unique sliding canopy reminiscent of a jet fighter. When the first production Sports 800 was introduced in 1965, the sliding canopy had been replaced by a removable roof panel. This is commonly referred to as a "targa" top, but it's important to note that the Sports 800 predated the Porsche model that today bears this moniker.

The Sports 800's body was made out of steel, with doors, decklids, and roof panel fabricated of lightweight aluminum. Weight saving was important because the horizontally opposed, air-cooled, 800-cc two-cylinder engine with twin carburetors only produced 49 horsepower. Despite being low on power, however, it earned a cult following in Japan and was affectionately nicknamed "Yota-Hachi," meaning Toyota 8. Just over 3100 examples were built between 1965 and 1969, with about 300 of these being left-hand-drive cars built for the Okinawa market. //



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FEATURED CLASS

# WATERHOUSE

From 1928 to 1932, Waterhouse provided elegant coachwork for some of the finest automobiles of its age. Then it disappeared.

By Charles Dressing





Photo courtesy Darin Schnabel/RM Sotheby's

1931 Chrysler CG Imperial Convertible  
Victoria by Waterhouse



**W**ith fewer than 20 examples known to survive today, the brief history of the custom coachbuilder Waterhouse consists of a mere 296 vehicles produced from 1928 to 1932. With the company's rakish lines epitomizing the hot fashions of the Roaring Twenties, the bespoke firm will ride again in a special class of cars at the 2022 Amelia Concours d'Elegance.

Waterhouse was founded through the partnership of Roger Clapp, a fund manager and a Harvard Business School graduate, and his out-of-work former college roommate, S. Roberts (Bob) Dunham. The two had sent out letters of inquiry in 1927, looking for a business to acquire, when their paths crossed with Charles L. Waterhouse Sr. They struck a deal where Dunham, an accountant, would handle the books and Waterhouse would run the factory. Waterhouse was elected president and the trio decided to name the new firm the Waterhouse Company, in tribute to the Waterhouse

**Right:** 1931 Packard Deluxe 8 Convertible Victoria by Waterhouse shows the trademark drop behind the door. **Above:** A detail of the dash shows the restrained design of the gauges.

family's long association with coachbuilding.

Three of Waterhouse's sons would join the family's firm in one manner or another: L. Osborne (Oz) and Moses as owners/employees and Charles Jr. as a contributing designer. But the big catch was designer George Briggs Weaver, late of the Providence Body Company. Weaver had gone to the prestigious Rhode Island School of Design, where he had studied jewelry design. He was of rare pedigree, both artist and engineer, and was employed by Gorham of Providence, then among the most respected and fashionable of America's silversmiths and the creators of Lincoln's iconic leaping greyhound. Weaver's artistic sensibilities imbued Waterhouse designs with sleek, sporty, well-integrated unified lines and surfaces.

Waterhouse quickly began to forge a reputation when it was hired to create coachwork for a Packard



that was headed to Paris for the Salon de l'Auto of 1930. Cars of the complexity and style required for salons and shows normally consumed at least 12 weeks of nonstop work. Yet Waterhouse met Packard's urgent deadline with the finished Convertible Victoria ready in only seven weeks. This sort of Yankee work ethic impressed: Packard ordered more examples from Waterhouse, eventually totaling more than 100 bodies.

Many years later, S. Robert Dunham recalled Waterhouse's first Packard commission:

"Briggs Weaver gave us everything he had in designing a similar body, with lines and proportions as attractive as possible. He designed a trunk with round lines—a trunk made just like the body, with aluminum applied over a wood frame.

"A six-foot man would be limited to wearing a cap in the car! The molding treatment was Weaver's work, not a part of the original design in the snapshot. The

windshield pillars were of manganese bronze with a wide base which became part of the cowl construction. With this construction, it was possible to have the aluminum body surface applied continuously on the cowl and right up the pillar without a break. This feature became charac-

## **Waterhouse's rakish lines epitomized the hot fashions of the Roaring Twenties. Fewer than 20 examples of the coachbuilder's art exist today.**

teristic of practically all Waterhouse bodies.

"With all hands working nights and weekends, the custom Packard was finished two days ahead of schedule! A driver was sent up by Packard to drive the car over the road to New York. Roger Clapp went along as a passenger.

"The driver was under instructions to call Mr. Ford along the route. After making the call, the driver



reported to Roger that he had been given a sort of ‘third degree’ questioning about how the body looked, the quality of the workmanship and whether there were any squeaks, rattles, etc.

“It was dark when the car finally rolled slowly through the door of the New York Packard plant. The driver had been told to take the car to the service area and get it on the wash rack. Roger noticed a pair of headlights just behind them as they came to a stop. Two men emerged from this car just behind our new Convertible Victoria and began to examine it with considerable interest. They asked many questions before finally introducing themselves.

“One was Alvin McCauley, president of the Packard Motor Car Co. and the other was Mr. Lee Eastman, president of New York Packard. They asked Roger to be in Mr. Eastman’s office the next morning.

“We had not expected to get any domestic business from this sample body of a new design. The style, we felt, with only one pair of side windows for five passengers, was almost unknown in the U.S. at that time.

**This Du Pont Model G Convertible Victoria was the 1931 New York Automobile Show car. Painted Toledo Brown with Espania Red wheels, it is the sole surviving Du Pont by Waterhouse.**

“However, by noon the next day Roger called us to say that he had an order for ten duplicates for domestic sale! But we still didn’t know whether the car would go to the Paris Salon.

“Mr. Ford soon informed us—after examining his personal project in more detail—that he was planning to put the car on the boat for Paris.

“The domestic order was the first of many such ten-unit orders to follow, as the style sold very well for a period of two years. For the Packard Motors Export Corp., we built several duplicates for display in shows in Madrid and Milan.

“These foreign showings brought us additional orders from abroad for the same style of body. We do not have complete records available, but we probably made nearly 100 of these Convertible Victorias for Packard before we submitted an ‘improved’ model.”



Waterhouse was typically associated with Du Pont and Lincoln, with the firm also building coachwork for Cadillac, Chrysler, Marmon, Packard, Rolls-Royce, and Stutz. Viewed through 21st century eyes, it can be challenging to see the beauty and style of century-old cars as designers groped for utility and individuality through distinctive and often signature themes. There is, however, an artistic grace in Weaver's efforts. Du Pont was so enamored with Weaver's renderings—especially the Convertible Victoria—that Weaver was invited to become the company's chief engineer and still retain his professional association with Waterhouse. This professional association lasted through the end of Du Pont's industrial lifetime, when the Wilmington, Delaware, automaker succumbed to the Great Depression in 1931. Weaver then became the chief engineer of the Indian motorcycle plant in Springfield, Massachusetts.

By late 1932, Waterhouse's custom coachwork

business had run out of customers, despite its sterling reputation and performance. With the Depression biting even harder and the demand for bespoke luxury cars and coachwork at record lows, Waterhouse was just one of many American coachbuilders that suffered. Its

## **By late 1932, Waterhouse's custom coachwork business had run out of customers, despite its sterling reputation and performance.**

final body rode on a Lincoln K chassis. The company then turned to the manufacture of furniture for survival; that business was ultimately folded into a division of Ethan Allen. For a few years, however, Waterhouse's star burned bright in the automotive firmament. We are fortunate to have some of the firm's lovely survivors join us at the concours, tributes to the coachbuilder's quality and style. //



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## FEATURED CLASS

# INDY ROADSTERS

Roadsters reigned at Indy until Colin Chapman came to town.

By **Charles Dressing**

**S**even decades ago, two new and very different cars appeared at the 36th Indianapolis 500. They were lower and wider than their predecessors—a clean and fresh departure from Indy’s American Championship short-track-racing canon. Both cars came from the same Los Angeles shop, where Frank Kurtis had been building racing and custom cars since the 1930s.

In 1950, a Kurtis named the Wynn’s Friction Proofing Special won the 500. A year later, Kurtis’s Belanger Special, which owed much to its builder’s Midget race car expertise, won the 1951 500, plus eight of 14 championship races that season. The 1952 500, however, was a different story.

This time there were two new Kurtis designs on Indy’s track. These 1952 Indy racers were very different from his two previous 500 winners; both were innovative and uniquely American in concept and execution. The new design had its roots in a proposed Kurtis prewar Indy car that borrowed ideas—centrally, an inclined engine—from the 1938 rear-engined Gulf-Miller race cars. It was never built, but Kurtis kept the concept close.

The engine was mounted offset to the left to handle Indy’s constant left turns. The driver sat low on the right, with the driveshaft passing beside, not under, him. One car was powered by a huge, 401-cubic-inch

“turbo-supercharged” Cummins diesel engine, taking full advantage of Indy’s rule book. Sponsor Cummins had been to the Speedway before and wanted to use Indy’s glory again to promote its diesel engines as it had in the 1930s. The record-setting 138-mph pole in the diesel-powered Cummins-Kurtis did the trick.

The other new car was powered by a traditional four-cylinder Offenhauser engine. The driver was nicknamed the “Mad Russian.” No matter what they called Bill Vukovich, however, he was rocket-ship-fast in anything he raced. When he saw the new, low-slung Kurtis racer, he is said to have quipped, “It looks like my old roadster.” Meaning a dirt-track roadster. Vukovich started the ’52 500 in eighth place and by lap seven he had the new Kurtis roadster in the lead. The big, six-cylinder Cummins diesel-powered Kurtis, however, never saw the checkered flag.

Vukovich’s roadster, the Fuel Injection Special, ultimately led 150 laps but was hobbled by the failure of a small steering component. The Mad Russian and his roadster were out of the race just nine laps short of Indy’s checkered flag.

In 1953 and ’54, there were no problems for the Mad Russian and his Fuel Injection Special roadster. By now, the word roadster was a solid part of Indy’s vocabulary. Vukovich started from the 1953 pole, leading all but five laps and winning by an astonishing four minutes. Even starting in the middle of the pack in 1954, he led 90 laps to his second consecutive victory. By 1955, everyone had figured that the roadster concept was the true path.

Vukovich returned to Indy in 1955 looking to make history. All during the month of May, there had been

**A.J. Foyt won the 1964 Indianapolis 500 in the Sheraton Thompson Special, powered by a Meyer-Drake Offenhauser engine. It was the last front-engined car to win the Indy 500.**



much talk that he'd become the first to win three consecutive 500s. He led 50 laps, but on lap 57, three cars spun in front of him. One landed upside down. Vukovich had no options. The Fuel Injection Special was launched over the Turn Two wall and the two-time 500 winner, the first to race and win with a roadster, died of a skull fracture.

The '55 500 winner was another Offenhauser-powered Kurtis roadster and the last Kurtis to win the 500. A new roadster builder won the 500 in '56, and the name "Watson" entered Indy's list of winners. By now the roadsters had banished another ancient Indy tradition: Wire wheels were used for the last time. Indy's roadsters looked newer and more modern and kept breaking records.

The 1957 and '58 500s also had a back-to-back winner, echoing Vukovich's consecutive 500 victories of '53 and '54. A new "sidewinder" roadster, with its severely inclined engine placement, gave the Indy double winner a radically lower profile. Sam Hanks took it to victory in 1957 and cowboy tough guy Jimmy Bryan drove it to Indy's Victory Lane in '58.

**Top left:** The Offenhauser engine in all its glory. **Above left:** This Kurtis 500G was driven at Indy by Juan Manuel Fangio in 1958. He couldn't match the pace of faster cars, so he didn't race. **Above:** The Levosky placed 17th in the 1962 Indy 500 race.

The 1959 Indy season opened at Daytona International Speedway, where the roadsters raced for the only time on the tri-oval's 31-degree banking. Jim Rathmann's Offy-powered Watson roadster made history, winning at 170.261 mph. That record speed eluded NASCAR stockers at Daytona until Buddy Baker's Oldsmobile won the 1980 Daytona 500 at 177.602 mph.

The name Watson was back in Indy's Victory Lane in 1959, with Rodger Ward winning his first 500. The 1960 500 is still remembered as one of the greatest, if not *the* greatest, 500 duel of all. Watson-mounted Jim Rathmann and '59 Indy winner Ward's Watson fought a day-long battle to the closest finish in Indy's roadster era.

The roadster celebrated its first decade by winning the 1961 500 with A.J. Foyt taking his first of four Indy 500 wins. Foyt remains the only four-time 500 winner



to have scored Indy's big prize racing a roadster.

That's also the year the first challenge to the Indy roadster establishment appeared. A British Racing Green Formula 1 Cooper, with its 2.7-liter four-cylinder engine mounted behind the driver, qualified quietly (13th) for the 1961 500. Cooper's reigning Formula 1 World Champion Jack Brabham finished ninth, earning the sort of prize money that most grand prix racers could only dream about. And that got the attention of several other members of the F1 fraternity.

One of them was Californian Dan Gurney, who took his Indy rookie test in a Watson roadster in 1962. In the 500 he drove the rear-engined, Buick-powered Harvey Aluminum Special owned by drag-racing star Mickey Thompson. Gurney qualified eighth and ran well but retired after 62 laps. Rodger Ward, who had been Cooper's shepherd and facilitator in its 1961 exploration of the Speedway, won his second 500 in another of Watson's roadsters.

Gurney earned enough prize money to pay the expenses of Lotus boss Colin Chapman's reconnaissance

visit to the '62 500. Chapman had a reputation as a Formula 1 innovator. He had also designed Gurney's 1962 Daytona Continental-winning Lotus 19. The state of Indy 500 roadster technology surprised and appalled Chapman, while the size of Indy's purse motivated him. That July, he and Gurney visited Ford's headquarters in Dearborn, Michigan, and struck a deal. Their timing was impeccable.

The partnership was a good fit with Ford's new performance marketing program. It would have an impact as sudden and as profound as the arrival of the roadster at Indianapolis a decade earlier.

In 1963, a pair of Chapman's rear-engined, Formula 1-influenced Lotus racers powered by Ford Fairlane V-8 stock-block engines qualified for the 500. One started fifth; the other, driven by Gurney, placed 12th.

Still, a roadster won the big show. Parnelli Jones drove his Watson, nicknamed "Calhoun," to victory after taking Indy's first 150-mph pole. Yet Lotus and Ford served notice with F1 ace Jim Clark leading 28 laps, finishing second, and sending a chill through the Indy roadster establishment.



A year later, in 1964, the roadster fraternity sobered up during qualifying when a Ford-powered Lotus driven by Jim Clark took the pole at a whopping 158 mph, 8 mph faster than Parnelli Jones's much celebrated 150-mph pole speed of 1963. For the first time, Indy's front row was all rear-engined racers and all Ford-powered. The very best roadsters were relegated to rows two and beyond.

On lap 48, one of Clark's rear tires—not made by traditional 500 provider Firestone—failed, damaging the rear suspension. The Lotus was out. That left a pair of winners and rivals in their roadsters to fight it out. Foyt prevailed when Parnelli Jones's 1963-winning roadster Calhoun caught fire during his first pit stop. Jones bailed out and Calhoun rolled to a stop. The Speedway's crack firefighters averted a disaster.

Foyt won his second 500, the last victory for a roadster. But it was all eclipsed by one of Indy's ugliest days. Two men died in the new rear-engined cars in a gruesome, fiery accident that actually stopped the 500 for two hours. In the wake of that accident some tried to get the new rear-engined cars banned. The sanctioning body refused.

**Built by Quin Epperly, this roadster's chassis cost \$13,000 to complete; it was another \$9000 for the Offenhauser engine. George Amick took second place in the 1958 Indy 500.**

That was the 12th consecutive Indy 500 victory for a roadster. Twenty of the 1964 race's starting field had their engines in front of the driver, and the word roadster had practically become a generic term for any front-engined Indy car.

Not for long. The reign of the roadster ended formally at the 49th running of the Indianapolis 500, on May 31, 1965. As expected, it was Jim Clark and his Ford-powered Lotus that applied the coup de grace with a record pole speed of 161.223 mph. The roadster revolution was over. The great beasts were now often called dinosaurs. Foyt himself, the last man to race a roadster to Indy 500 victory, called his 1964 winner "the antique." Now it is a static exhibit in Indy's spectacular museum. Today, Indy roadsters are prized collector cars, displayed and driven by loving owners on many of the tracks where they once ruled. //

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DW Burnett



1964 Lincoln Continental

FEATURED CLASS

# 100 YEARS OF LINCOLN

**Saved from bankruptcy by Henry Ford in 1922, Lincoln has  
been an arbiter of automotive style for a century.**

By Brooks T. Brierley



**T**his year completes Lincoln celebrating a 100th anniversary three years in a row, beginning with the first car made in the summer of 1920, to the official debut at the January 1921 New York Automobile Show, and culminating on February 4, 1922, when the business became part of the Ford Motor Company.

During World War I, Cadillac founder Henry Leland, known for precision engineering, ceased making cars to produce military airplane engines. Peacetime returned him to the car business, where he created a new luxury brand honoring his hero, President Abraham Lincoln. It featured a V-8 engine, like Cadillac, but with a noticeably narrower V-shaped cylinder bank; warplanes required a trimmer fit than a car, a design that coincidentally reduced the V-8's characteristic vibrations. This new V-8 improved performance and durability, while producing 90 horsepower in a 136-inch wheelbase chassis, designated the Model L.

Lincolns were built in Detroit, taking over Leland's airplane-engine factory. Postwar strikes and supply shortages delayed the new car's introduction for the better part of a year, beginning with a sneak preview of a bright-blue brougham placed, without any fanfare, on a coachbuilder's stand at the November 1920 New York Automobile Salon. The official debut, complete with several cars, was at the January 1921 New York Automobile Show in Grand Central Palace. That year was also the beginning of a severe postwar recession; by the end of 1921, sales slumped to the point where losses forced Lincoln to operate under a receivership.

Edsel Ford had been quoted about expanding Ford's lineup. His father's relationship with Leland (Henry is credited with creating Cadillac along with Leland) soon focused that interest on Lincoln. Once the Ford Motor Company had acquired Lincoln at a dramatic receiver's auction, Edsel applied his keen interest in design to Lincoln cars. Some Lincoln distributors had been offering series-custom body styles to complement the standard factory line, which helped enhance the transition.





The classic “suicide” doors of the stylish 1961–69 Lincoln Continental are an automotive styling cue that is synonymous with midcentury-inspired design.

It took a full two years before Lincoln production was integrated into Ford, which had a worldwide presence that ensured Lincolns would soon be seen everywhere. One raced in the 1923 Argentine Grand Prix, taking second place. The Soviet Union bought 100 touring cars during the Depression for its Intourist travel agency. France, with its glamorous annual Paris Motor Show, became the de facto European center of the automotive design industry; Lincoln regularly participated in the country’s numerous concours d’elegance, the most demanding automobile design competitions of all.

In the late 1920s, the oncoming Depression began affecting Lincoln’s progress. Introductions of a larger eight-cylinder Model K in 1931, set on a grand, 145-inch wheelbase, followed by a V-12 version for 1932, had to be tempered by reestablishing smaller, more restrained models to meet the new demand for

lower-priced luxury. Understatement was needed, and was found, in art deco streamlined designs of a new line of mid-price Lincolns called Zephyr, crafted in a teardrop shape. Introduced for 1936, its \$1300 base price was not quite one-third the cost of the larger Lincolns. It was unique for having a V-12 engine (derived from the Ford V-8), offering excellent value. By 1938, the addition of a low grille design had Zephyr setting an industry design standard. For the 1940 model year, the company introduced special convertible and coupe versions of the Zephyr, creating the Continental line and restoring Lincoln to its place in contemporary automotive luxury.

#### WORLD WAR II

This momentum was upended by World War II and further disrupted by Edsel Ford’s untimely passing in 1943. Still, the diligent hiring of former coachbuilders’ employees during the Depression assured Lincoln could continue creating interesting models at series-custom scale even after Edsel’s death. By late 1946, a series of Ford





**Top left:** The 1928 Lincoln Model L Sport Phaeton with coachwork by Locke & Co. has a V-8 engine. **Bottom left:** The 1955 Continental Mark II cost \$10,00 when new. **Top:** The Edsel Ford/Bob Gregorie masterpiece, the 1939–40 Continental.

Motor reorganizations led Edsel's right hand, former Brewster coachbuilder employee E. T. "Bob" Gregorie, to leave Ford. Still, internationally recognized Tom Hibbard was in place to assume leadership of Lincoln styling. He completed the first all-new postwar cars using the latest slab style.

The Lincoln business moved briskly after World War II, assisted by rationalization that shared some production with Mercury. There is a noticeable variation between the relatively compact, tailored look of the 1952–1955 Lincolns and the overwhelming, bold look of the 1956–1960 Lincolns; the later models were orchestrated by Benson Ford. Their divergence from earlier Lincolns suggests a great sibling story—the styling change coincides with William Clay Ford's grand Continental Mark II and Henry Ford II's efforts to reestablish Ford as the best-selling American car.

The new Continental, introduced in October 1955, sparked renewed interest in Lincoln. An all-new line of 1956 production Lincolns, 7 inches longer than their 1955 counterparts, maximized this promotion. This large Lincoln style remained through the 1960 model year. The 1959 debut of a formal Continental closed model, mating the Continental name with a prewar formal body style to be known as the Continental Town Car, began another round of charisma.

The Continental name was reintroduced for the 1961 model year as the entire Lincoln line. It featured a more compact 213-inch length (about 14 inches shorter than the previous year), in a dramatic slab-side design offered in only two four-door body styles: one convertible, one closed. At first blush, offering a single line of two models with one trim style suggested a very modest effort, until one realized this pair was really all that was needed to unleash iconic design flair, just as the first two prewar Continental models had done previously.

That iconic Continental four-door look continued into the late 1960s; replacement models carried on the shapes with subtly smoother lines, lengthened by a foot.



In addition, a new Continental coupe, identified as the Mark III, was introduced for 1969. Considerable engineering work was seen in these cars: The big 365-hp, 460-cubic-inch (7.5-liter) V-8 engine was touted for the ability to deaden road noise.

As the 1970s progressed, the availability of many trim options took the cars' presence farther away from the austere 1961 approach. The apogee of this reversal was in the Designer Series cars inspired by Ford Motor's Diamond Jubilee in 1978. This was the occasion to offer a limited-edition Lincoln version distinguished by two color choices, Jubilee Gold or Diamond Blue. The price, at almost \$22,000, made it the most expensive production car made in the United States.

## CHANGE

The 1970s Middle East gasoline crisis led to government-mandated guidelines downsizing all American cars to make them more fuel efficient. That returned the revised Continental to earlier proportions, with more understated model designs visibly reflecting this. The

**Top: The Lincoln Mk VIII blended sophisticated styling with a powerful, 32-valve V-8. Right: The new Zephyr sedan debuted in China at the November 2021 Auto Guangzhou motor show.**

cabriolet body style worked especially well; the line also included a revival of the Continental Town Car, first created for the 1959 line. The revised Town Car remained a staple in Lincoln's line into the new millennium.

A new series of compact body styles was also launched. The first was the Versailles, introduced in March 1977. It was based on the Ford Granada, with a 201-inch length, powered by a 135-hp V-8 engine. The concept was reworked for 1982 as a Continental model, incorporating the then-trendy British coachbuilder razor style. This design made for a very distinct Lincoln, not visibly linked to any other Ford Motor model.

## ENTER THE NEW MILLENNIUM

A reorganization of Lincoln at the turn of the 21st century included an emphasis on European/continental references for a new midsize Lincoln. This was the LS (for



Photos courtesy Ford Motor Company, Lincoln Photo Archive

luxury sport) sedan first introduced at the April 1998 International Automobile Show in New York. As an all-new four-door not quite 200 inches long, available with a 210-hp V-6 or 252-hp V-8, it became a 2000 model.

Another Edsel Ford automotive ideal redefined the utilitarian station wagon as a passenger car, leading the body style to become a Ford and Mercury staple for years. Later, Lincoln reworked it into an SUV configuration named Navigator. It was introduced at the 1997 Detroit automobile show (for the 1998 model year), the first of its type in the luxury class. Most important, the Navigator's uniqueness helped Lincoln lead American luxury-car sales for 1999, the first time since 1939.

The first Navigator was equipped with a 230-hp, 5.4-liter SOHC V-8. Sharing components with the Ford Expedition and Ford F-150 truck confirmed its technical credentials; a larger L model was added in 2006. Concurrently, a smaller version of the Navigator, the Aviator, was created. Interestingly, the Aviator dash resembled that of the 1961 Continental, ensuring that anyone sitting inside knew, or quickly learned, this was a Lincoln.

#### MORE RECENTLY

This past decade's offerings of Lincoln passenger cars have emphasized the marque's continued worldwide appeal. The most recent Continental sedan debuted at the 2017 Shanghai Automobile Show, accompanied by the MKZ sedan; this introduction corresponded with the opening of a series of showrooms in the country. In 2020–21, as Continental production wound down, the very last model was a series-custom called the Lincoln Continental Coach Door Edition, from Cabot Coach Builders in Haverhill, Massachusetts. This location was but five miles from where J.B. Judkins's coachbuilding plant made the first Lincoln series-custom body way back in 1921!

Despite the retirement of the latest Lincoln Continental and MKZ sedans, the other side of the world has begun seeing a new Zephyr sedan, which is being manufactured in China's third-largest city, Guangzhou. It will be interesting to see what changes will be made in this newest Lincoln in order to satisfy the needs of the world's largest market. //

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# MILESTONES OF SPEED

Bill France founded NASCAR in 1947. American motorsport has never been the same.

By Charles Dressing





**Above:** Bill Elliott set a record qualifying lap of 212 mph at Talladega, piloting his Ford Thunderbird. **Right:** Cale Yarborough poses with his #27 Mercury Cyclone at Daytona in July 1969.

**S**eventy-five years ago, William “Big Bill” France Sr. chaired a meeting on the top floor of Daytona’s Streamline Hotel. His aim was to remedy the fractured, muddled—and very regional—state of American stock-car racing. His timing was perfect, and the new concern succeeded brilliantly. Eventually, the national group was named NASCAR: the National Association of Stock Car Auto Racing. The new organization would bring order and a national presence to the sport.

A decade later, France & Co. sent American motorsport in a new and profitable direction with the creation of the Daytona International Speedway. It was a move that would summon changes not only in American motorsport but would make stock-car racing a major national sport and a part of American culture.

Realizing that speed was the key ingredient of automotive competition and evolution, France’s new 2.5-mile track—not coincidentally the same length as the

Indianapolis Motor Speedway—infused his racing with a constant kinetic danger that had a strong pull on his racing fans, their hearts, and their wallets.

Just south of Florida’s First Coast (and north of the Gold Coast), France essentially created the Speed Coast, where full-size American sedans outran the record-setting speeds of many thoroughbred, pure racing machines.

“The track will be the fastest in the country, supporting speed up to 200 mph,” France said.

And then some, as it turned out.

From the time the Daytona International Speedway opened on February 22, 1959, and held its first 500-mile race, NASCAR racers were playing for very high stakes at speeds that would have been unimaginable to the racers of the late 1940s and 1950s.

In the year that victory in Indy’s “Greatest Spectacle



in Racing” went for 135.857 mph, that first Daytona 500 clocked in with a 135.521-mph average. Daytona’s 150-mph barrier was breached in 1962 when Fireball Roberts set a time for Florida’s 500 miles that was 12 mph faster than Rodger Ward’s winning speed in that year’s Indy 500. And, tellingly, faster across 500 miles than the 1962 Indy 500’s pole-winning speed!

The term “drafting,” where drivers would run nose to tail to give the second car a pull created by the vacuum produced by the lead car, eventually entered the stock-car racer’s lexicon and skill sets. The days of rope seatbelts, bench seats, and driving a car to the track to race it and then drive it home were over. France’s new species of motorsport was as different from traditional American speedway racing as football is from baseball.

There was a physicality—perhaps even brutality—about it that many other forms of motorsport neither had nor could afford. It was a compelling mixture. As a

bonus, with the design of the speedway, every customer in every seat could see the entirety of the tri-oval 2.5-mile track. It created a new breed of fan. While open-wheel race fans rooted for the driver and sports-car fans cheered, basically, for their favorite marque(s), the new

## **The creation of Daytona would summon changes not only in American motorsport but would make stock car racing a part of American culture.**

breed of NASCAR fan had heroes in the cockpit but also counted themselves as loyal Ford, Chevy, Plymouth, or Pontiac fans. This was especially true of NASCAR superstars such as Richard Petty and Dale Earnhardt Sr. And that was a prime component of the bond between NASCAR racing and its fans.

Attendance doubled and the purses got bigger as fans cheered their heroes and the cars they drove. That



**Above:** Bobby Allison raced the Holman-Moody #29 Ford Torino in 1968. **Right:** Richard “The King” Petty poses with his legendary #43 car in its famous red-and-blue paint scheme.

enthusiasm infected Detroit even more than it had during the 1950s. Within a decade of the opening of the Speedway, NASCAR racing evolved from a regional, Southern phenomenon into a major national sport with genuine superstars and heroes.

“There is simply no way of having any NASCAR conversation without a Petty Blue race car on the field,” said Ray Evernham, curator of Amelia’s NASCAR Milestones class. “It was in 1972 that Petty and STP first joined forces.” NASCAR’s era of major national sponsorship was on. Petty’s new car now wore red and blue. Petty and STP chief Andy Granatelli won seven races and the championship in their debut season.

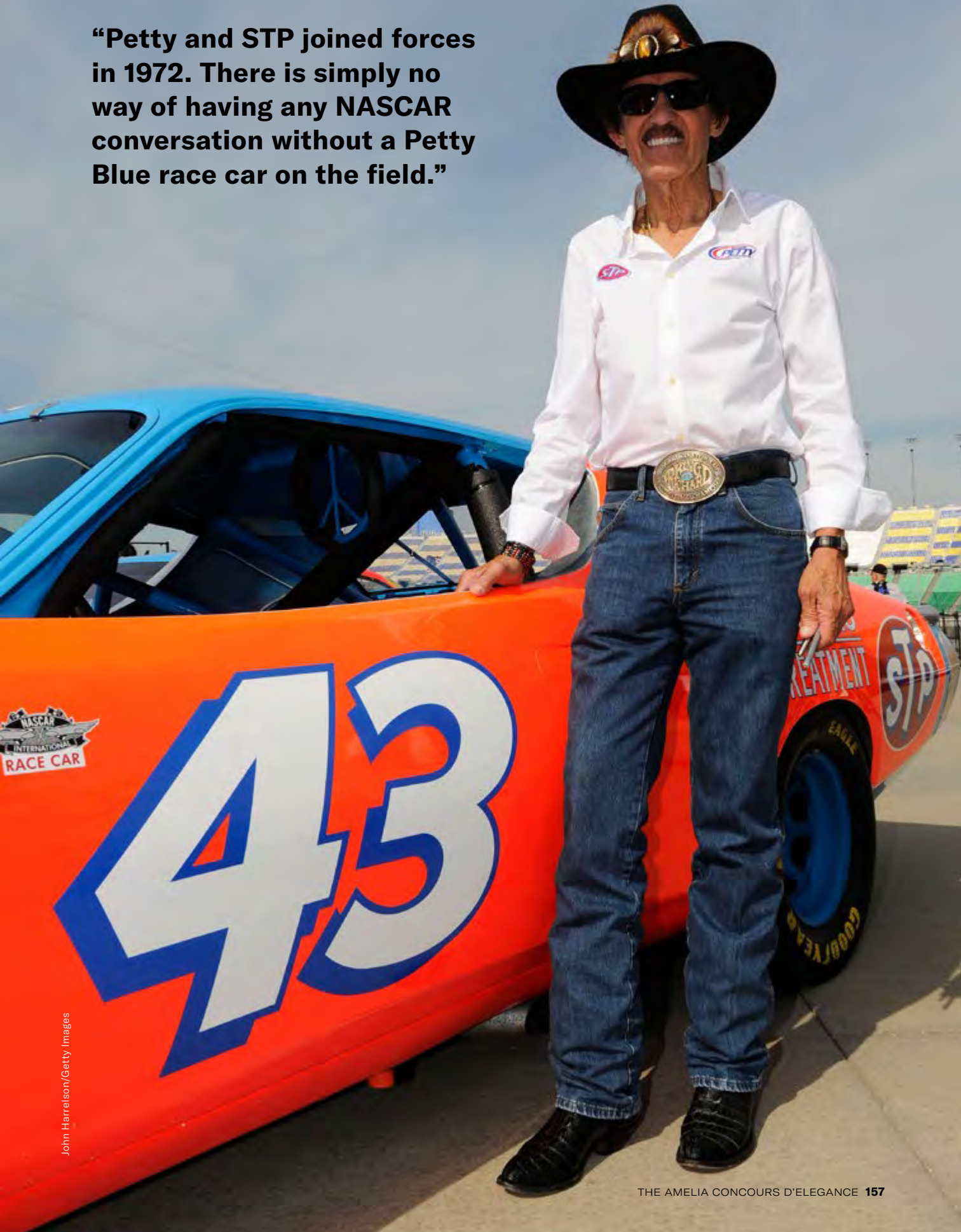
A famous black Chevy stocker is also headed to the 27th annual Amelia. Dale Earnhardt Sr. earned a gunfighter’s reputation with 76 career victories in NASCAR’s “modern era,” including his landmark win in the 1998 Daytona 500. The “Man in Black” won seven NASCAR championships, four IROC titles, and will forever be linked to the black #3 Chevys of Richard Childress Racing. There can be no conversation

about NASCAR without including Earnhardt—also a second-generation racer like Richard Petty—or Richard Childress Racing’s black #3 Chevys. One of the most significant mileposts along NASCAR’s route was the introduction of race cars that were not stock cars at all but, from the grandstands, looked like them. These were cars that had evolved a long way from Bill France’s stock cars of the postwar racing epoch.

The racing team Holman-Moody’s #29 Ford Torino was a key player in the watershed change from Bill France’s strictly stock cars of the 1950s and early 1960s to full, purpose-built, tube-frame, racing chassis-based cars. This movement in the 1960s forever changed the way the race cars were designed, built, and driven. H-M’s Torino was raced by many NASCAR stars, including 2005 Amelia Concours honoree Bobby Allison, and is a museum-quality example of NASCAR’s forced evolution

RacingOne/Getty Images

**“Petty and STP joined forces in 1972. There is simply no way of having any NASCAR conversation without a Petty Blue race car on the field.”**



John Harrelson/Getty Images



to safer, pure, full-bodied racing cars.

This special class of significant, record-setting NASCAR racers will take to Amelia's show field, reviving memories of the early days of motorsport's aerodynamic era when all racing's unwritten rules and design assumptions changed.

From NASCAR to Indy to Formula 1 racing, designers finally grasped the importance of aerodynamic management in enabling higher speeds. For the men who built NASCAR stockers, the job was doubly complicated by strict regulations regarding body shapes that were rooted in Detroit's styling departments, not the wind tunnel. It all made for some creative thinking that led to record-setting speeds.

The speed king of Amelia's 2022 NASCAR Milestones class is Bill Elliott's rule-changing 1987 #9 Ford Thunderbird, which set the fastest qualifying lap in NASCAR history at Talladega: 212.809 mph! So fast, in fact, that Elliott's feat marks the last time that

**Jeff Gordon piloted his #24 Chevrolet to sixth place at the Daytona 500 on February 20, 1994. He earned the nickname "The Rainbow Warrior" due to his car's colorful paint scheme.**

NASCAR raced on any superspeedway without engine modifications that lowered power and therefore speeds. Elliott and his red #9 won three of the four speedway races in 1987, including the Daytona 500, and changed NASCAR forever.

"Elliott's speed record has its roots in the 1969 DC-93 Chrysler Corp. test mule that was the baseline for the Dodge aero program and its wing-car development," says Evernham. "This car broke the 200-mph closed-circuit lap record at Talladega in March 1970. A NASCAR stock car set that speed record before Indy cars or any other form of racing. The Dodge Daytona race car brought the world of aerodynamics to stock-car racing."

Fast pit stops were practically invented by NASCAR's



Wood Brothers Racing. “In the early days of motor racing, it was not uncommon for drivers to pull into the pits, turn off the engine, get out, and even smoke a cigarette as the crew took its time changing tires and servicing the cars,” says Evernham. “The Wood brothers recognized that limiting the time off the track could increase their position on the track. So they redefined, recreated, and perfected the pit stop practically as a form of mechanical ballet. That gave them still further advantage over their competitors.”

The Wood Brothers’ 1967 Mercury was also raced by Bobby Allison. And it didn’t hurt to have other marquee drivers such as A.J. Foyt and David Pearson on their roster. Their signature #21 1968 Ford Torino in the Wood Brothers’ iconic red-and-white livery is a monument to the people who invented the modern pit stop and the NASCAR pit pros that Ford enlisted to crew Jim Clark’s 1965 Indy 500–winning Lotus 38.

Since the early 1960s, people have thought of Roger

Penske as a road racer or an Indy car entrant. Rusty Wallace’s Penske Racing #2 Taurus is a testament to Wallace’s career and the very car he used to score his 50th NASCAR Cup victory and display Penske Racing’s commitment to NASCAR.

Jeff Gordon’s 1994 Chevy Lumina from Hendrick Motorsports was the winner of the inaugural Brickyard 400. This was a watershed moment in racing history, as NASCAR stock cars raced on the “hallowed ground” of the Indianapolis Motor Speedway, bringing Bill France’s vision to the heart of American motorsport and its traditions. It launched a very young and media-astute Jeff Gordon into the spotlight.

“These milestone Cup racers mark the path of NASCAR’s successes on and off the track. Seventy-five years ago, Bill France and the founding fathers of NASCAR took steps that not only changed the universe of motorsport,” says Evernham, “but the whole concept of professional sports in America.” //







# RESTORATION EDUCATION

A college in Kansas trains the auto restorers of the future.

By Kirk Seaman

Photo courtesy McPherson College

# A

s you stroll on the green lawns of the Ritz-Carlton among the pristinely beautiful Ferraris, Lincolns, and other stunning examples of rolling sculpture, you might think that these cars have remained in perfect

condition since the day they were built. Perhaps it will come as a surprise, then, to learn that many of them have actually been thoroughly restored by the craftspeople at renowned shops such as Paul Russell and Company, Wayne Carini's F40 Motorsports, and others.

So where do these talented people come from? Since the mid-1970s, McPherson College, a small liberal arts school in McPherson, Kansas, has been producing some of the most sought-after graduates in the world of automotive restoration.

It began when a local businessman, Gaines "Smokey" Billue, realized that the people working on his collection of antique cars were getting older, and eventually there wouldn't be anyone who could repair his cars. "Smokey approached the college president and said, 'We need more students who have these skills,'" says Amanda Gutierrez, vice president for auto restoration at McPherson. "He donated around 100 cars that were sold to start the program and set up an endowed fund to provide ongoing scholarship support."

Initially, the restoration curriculum was a two-year program, and enrollment was low. In 1998, the college trustees were considering eliminating the program. "The curriculum was very different than it is today," explains Gutierrez. "We hadn't quite made sense of how the liberal arts and a more technical program like automotive restoration fit."

Just as the program was on the verge of being eliminated, a hero came to the rescue: Jay Leno, comedian, former host of *The Tonight Show*, and noted car enthusiast.

"Jay learned about the program through his friend, Randy Ema, a restoration expert and one of the world's experts on the Duesenberg marque," says Gutierrez. "When Jay called the school, no one believed it was him!" Eventually they confirmed that it was in fact Leno calling. He went on to become a generous supporter of the program.

"I thought it was a great idea and we made a couple

of donations," says Leno. "Other countries require a degree or certification of some sort to fix cars, and now with McPherson, we have it, too. I always say, 'The heart is healthiest when the hands and the head work together.' I work on cars during the day and at night I go on stage and tell jokes, and it's a nice balance. I'm relieved to do one when I'm not doing the other."

"Shortly after Jay connected with the program, we formed an advisory board," says Gutierrez. "McKeel Hagerty, Craig Jackson [Barrett-Jackson Auctions], and Roger Morrison [Pebble Beach judge, car enthusiast] were part of the original board." One key recommendation it made was to expand from an associate degree. In 2006, the bachelor's degree in automotive restoration was added to the catalog. "That shift afforded our students a broader range of opportunities," says Gutierrez. "Our degree helps graduates develop skills not just for a first job, but for an evolving career over a lifetime."

## **Just as McPherson's restoration program was on the verge of being eliminated, a hero came to the rescue: comedian and car enthusiast Jay Leno.**

Adam Hammer, a 2009 McPherson graduate and today the owner of Hammer and Dolly, a restoration shop in Traverse City, Michigan, couldn't agree more. "I was a junior in high school when I learned about McPherson from Bob Turnquist, a noted collector and co-founder of the Classic Car Club of America," Hammer recalls. "When I was looking at schools, the big question was, 'Are you going to have a job when you graduate? What's the educational value?'"

What Turnquist said changed Hammer's life. "First, he said, 'If you can work with your hands, you'll never be out of work.' I've found that to be true. There's always something that needs to be fixed, whether it's a classic car or a daily driver," says Hammer. "The second thing Bob said was that if I went to McPherson College for the restoration program, I'd have a job when I graduated."

Once at McPherson, Hammer thrived. "The program was a dream to me. It was a hands-on shop, but then

Students in the paint booth work on their test panels. They tape off sections of the panels at different steps in the process so they can see their progress from start to finish.





you also had the standard college courses,” he recalls. Hammer is a huge believer in the restoration program. “McPherson prepared me for a career,” he says. “McPherson was a place where I found my passion, and it allowed me to develop the other skills I’d need.”

Paul Russell and Company is one of the preeminent automotive restoration shops in the world. Founded in 1978 in Essex, Massachusetts, the company has restored cars that have won 48 best-of-show awards since the first concours they entered in 1987. Russell has been involved with McPherson for 20 years—first on its advisory board and today as its chairman—and from his first visit, he knew it was special. “I was impressed with the passion and enthusiasm of the people running the college,” he recalls. “I also recognized the necessity of having programs such as McPherson’s that educate the future caretakers of great classic cars.”

Russell was instrumental in the switch from a two-year program to a four-year program. “I thought that it would make the program distinctive nationwide, if not worldwide,” he explains. “It’s like a screening process for

**Top:** In the engine lab, students put theory to practice with hands-on training and instructor supervision. **Right:** Zoe Carmichael under the hood of her 1971 Volkswagen Beetle.

an employer to get somebody who has a range of skills as well as a deep and abiding interest in the work and the cars. A young person who can speak eloquently, engage with a customer, walk them through the restoration process, and display a level of personal investment and passion in the project makes a huge difference.”

Russell backs up his beliefs with action: He has hired five McPherson graduates since he became involved with the program. He hired the first, Chris Hammond, in 2005; the most recent hire, Wally Behrens, graduated in May 2021 and went to work with Russell in October.

“I’d been interested in cars since I was a little kid,” says Behrens. “As I got closer to driving, I really started liking cars. My dad had a 1966 Austin-Healey Sprite that had been parked since I was little. We fixed the brakes and got the engine going. When I was 15, I got a rusted-out 1971 International Scout 800B. I went through



the engine, rebuilt the transmission and brakes. And then I drove the Scout throughout high school.

“My dad found McPherson,” continues Behrens. “He showed me an article, and I thought it sounded pretty cool. I liked the hands-on aspect of restoring cars. I didn’t want to sit behind a desk, pushing papers.”

Once at the school, much to his surprise, Behrens found that he enjoyed trim work. “Trimming appealed to me because there’s definitely an art to it,” he says. “Back at McPherson, I took quite a few art classes. I’ve always liked doodling, drawing, and painting.”

His skills were exceptional enough that he is now working at Paul Russell and Company, apprenticing with the head upholsterer, Derrick Dunbar. “Derrick was trained at Rolls-Royce, where he served a five-year apprenticeship,” says Russell. “He’s certainly the best I’ve ever seen in the restoration field, and now Wally, at 22 years old, has a chance to work under Derrick’s tutelage for the next five years and learn all the traditions that Derrick knows.” Russell is pleased with his newest McPherson grad. “He’s worked out very well, and he’s

what you want in a new person starting out. He’s got good hands, but he’s also a good listener, a good learner, and very observant. He realizes that he’s being trained by one of the best in the business.”

Behrens is enjoying his work. “Since starting at Paul Russell, my self-critiquing skills have improved. Knowing what I did wrong and how I could approach repairing it or fixing it, or if it’s a totally lost cause and I have to redo it.” A few months into his apprenticeship, he has been able to experience the pinnacle of the world of concours d’elegance. “I helped on the 1966 Ferrari 365P Berlinetta Speciale ‘Tre Posti’ that won first in class at the 2021 Pebble Beach Concours. It was a proud moment.” Behrens loved his time at McPherson. “I met so many like-minded people. In high school, there were a few kids that liked cars. At McPherson, it’s everybody!”

Zoe Carmichael, currently in her first semester at McPherson, is also enthusiastic about her classes, her instructors, and fellow students. “There’s such great camaraderie between all the students and the teachers,” she says. “If anyone has a problem with anything,



someone has an answer. We hang out with our projects and talk about them.”

Carmichael’s project—and her daily driver—is a 1971 Volkswagen Beetle that she bought back in her hometown of Raleigh, North Carolina. “I found it on Craigslist,” she recalls. “I had been searching for a while. It’s dark blue, but it was green originally. You can see the green in some places, but I think that adds to the charm. It started breaking down as soon as I bought it, so I had to learn how to fix it myself. And then I fell in love with it.”

First, she had to send the carburetor out for a rebuild. Then she had to adjust the valves. “A friend gave me the book *How to Keep Your Volkswagen Alive*. I read it and reread it many times.” She did the valve job in the parking lot of her apartment building. “It was a little nerve-racking, to be honest. But as soon as I got it done and fired it up, it sounded beautiful. That’s when I realized that working on cars was what I wanted to do.”

Carmichael attended Wake Technical Community College and received a two-year associate degree in automotive technology, but knew she wanted more. A Google search led her to McPherson; she applied using photos of her work on the Beetle along with an essay on her experiences with it, and she was accepted. So, in the middle of the summer, she loaded up her things and headed to Kansas—in the Beetle, of course—and without air conditioning. “It was extremely hot. I had to drive at night when the sun had set with the windows rolled down.” The Beetle made the 1259-mile trip without incident, a testament to Carmichael’s preparations. “I’m not sure I would do it again, but it was the best experience.”

Carmichael is digging into her studies and is especially enjoying her “Social History of the Automobile” class. “The college emphasizes that it’s not just about the metal itself, but it’s about the story behind the car that’s important.” In her personal time, she continues to work on her Beetle and hangs out with her fellow students. One has a 1965 Chevrolet Corvair and another recently bought a 1959 Edsel Ranger that he found in Arkansas, only to get it back in McPherson to learn the fuel tank was completely rusted out.

Another student, Spencer Ice, is driving a 1956 Packard Patrician that he purchased at an auction, with some of the proceeds funding a scholarship at McPherson. “My summer internship was to get the cars in that collection ready for auction,” he says. “We only had three months to get 45 cars running. I worked on the Patrician, fell in love with it, and purchased it at the auction.” Once back at school, the brakes went out. Ice mentioned to one of his professors, Luke Chennell, that he was working on the Patrician’s Bendix Treadle Vac setup. “That’s really cool,” Chennell said. “We don’t see many of those. Why don’t you bring it into class, and we can see how it works?”

That sort of hands-on, relevant, and relatable training is exactly what makes the restoration program at McPherson College invaluable to the students, and, eventually, to the owners and collectors who comprise the world of vintage automobiles. “I describe their pro-

**“The college emphasizes that it’s not just about the metal itself, but it’s about the story behind the car that is important.”**

gram as being a junior varsity basketball team and having Michael Jordan, Larry Bird, and Kareem Abdul-Jabbar as coaches,” says Carini. “People such as Paul Russell and other great restorers, and people in the hobby, are the guys who are helping these young people get their education. It’s like we’re the cheerleading team for them, saying, ‘Boy, you can’t get much better than this. This is unbelievable, that you have such a great opportunity to do this.’”

Russell agrees with Carini on the importance of McPherson and how essential it is for keeping the artistry of automotive restoration alive for future generations. “It’s tremendously critical, and not just for the training of the students,” he says. “To bring them into a company such as mine or Wayne’s, where they have that kind of background and ultimately can lead a department or lead a company, these are the future leaders of the industry.” //

*For more information on the automotive restoration program at McPherson College, visit [www.mcpherson.edu/autorestitution](http://www.mcpherson.edu/autorestitution).*

**Model T Build Team 2021. Left to right: Mason Ball, Brian Martin (senior director of auto restoration), Jackie Gullion, Sean Robinson, Carter Anglin, Scott Hayford, and Matt Kroeker.**



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