



2022 Class Awards

For 66 years, The Hillsborough Concours d'Elegance has built and maintained a proud tradition of honoring and celebrating excellence in automotive design and engineering. The dedication of the Concours leadership and volunteers, pride of its entrants, and devotion of its attendees has earned Hillsborough the proud record as the longest continually running Concours in the world. The Hillsborough Concours offers a forum for passionate vintage car owners to showcase their prized vehicles and to compete for respect and recognition for their commitment to preserving automotive authenticity. The Concours also aims to cultivate future generations of car enthusiasts by providing privileged access to some of the world's most celebrated automobiles and by serving as a channel for inspiring and informative automotive knowledge and lore.

Class A – American Pre-War to 1946

1st – in – Class

1932 Chrysler Imperial CL Larry Nannini

Walter P. Chrysler began his corporate automotive career as Buick's President, but didn't get along with GM President William Durant, so in 1924, he purchased the faltering Maxwell and Chalmers companies, and introduced a new car under his own name. In 1926, Chrysler introduced the Imperial series to compete with Cadillac, Packard and other exclusive marques, wearing coachwork by LeBaron meticulously constructed to the highest standards with a hood line extending back to the windshield, emphasizing the car's length. The car is powered by a 125 hp, 385 ci inline 8-cylinder engine equipped with a Stromberg carburetor, hydraulic brakes and a 4-speed synchromesh manual transmission. The current, fourth owner acquired it in 2017 and performed a ground-up restoration. It has been awarded 1st in Class at Pebble Beach Concours (2022), Ironstone Concours (2022), Chico Concours (2022) as well as its Dagmar award.



2nd – in – Class

1939 Ford Deluxe 2-Door Sedan
Tom Meakin

3rd – in – Class
Not Awarded

Class A2 – American Post-War 1947-1959

1st – in – Class

1948 Willys CJ2A John & Linda Burg

With the close of WWII Willys-Overland developed a civilian jeep (CJ) designed for farming, ranching and other utilitarian industrial and agricultural applications. The CJ-2A closely resembled its military ancestor, with a tailgate, side-mounted spare tire and “Go-Devil” engine but had some cosmetic changes and a new transmission. This example spent most of its time working on farms in northern California. It is powered by a 60 hp, 134 ci 4-cylinder engine equipped with a 3-speed Borg-Warner T-90 manual transmission. The current owners spent 13 restoring it to showroom condition as a family project, using three parts cars to ensure originality. Optional equipment includes a right-side passenger seat, rear passenger seat, spare tire, full top, windshield mounted mirror, draw bar and rear PTO. It has been awarded 1st in Class in multiple Concours.



2nd – in – Class

1955 Chevrolet Bel Air Ted & Stella Rodgers

3rd – in – Class

1949 Buick Roadmaster Convertible Marc Geissberger

Class A3 – American Cars 1960-1987

1st – in – Class

1961 Dodge Power Wagon Philip Constantino

Dodge began offering 4-wheel drive trucks in the 1930s. The Power Wagon was in production from 1946-81. Derived from the Dodge 3/4-ton WC series World War II military trucks, the Power Wagon was introduced in 1946 as the first civilian 4x4. Meant to compete with military-based Ford/Marmon-Herrington and GMC trucks, it offered an enclosed all-weather civilian cab and a purpose-designed 8-foot cargo box. It is powered by a Poly 218 ci V8 engine and equipped with a 2-speed transfer case, 4-speed manual transmission and a power take off (PTO) that offered power front or rear for operating auxiliary equipment (including a factory winch). This example was originally a fire truck for Bolinas Fire District in Marin County. An extensive restoration began in July 2017 retaining fire truck features such as a shovel, axe and backpack fire extinguisher. It was awarded Best of Show and People's Choice at the Burlingame Lions Cars in the Park (2018).



2nd – in – Class

1965 Chrysler 300L Michael & Cindy Brunn

3rd – in – Class

1975 Ford Bronco Mr. Paul Bignardi

Class ASC – American Sports Cars through 1987

1st – in – Class

1954 Chevrolet Corvette Robert & Bernice La Mar

The first Corvette rolled off the assembly line on June 30, 1953. The brainchild of Harley J. Earl, it had debuted to rave reviews as a concept car less than six months earlier at GM's New York 1953 Motorama. Earl's handiwork can be seen in the rocket-like rear fenders with their tiny fins, dazzling vertical grille teeth and sunken headlights covered by mesh stone guards. Most of the 300 cars in the 1953 model-year were hand-built, as Chevrolet perfected its assembly processes. The car is powered by a 150 hp 236 ci inline-6-cylinder "Blue Flame" engine equipped with triple Carter side draft carburetors, hydraulic drum brakes and a 2-speed Powerglide transmission. New it could do 0-60 in 11.2 seconds and had a top speed of 108 mph.



2nd – in – Class

1961 Chevrolet Corvette Roger Henry Schmidt

3rd – in – Class

1957 Ford Thunderbird Ken & Melissa Bozzuto

Class AC – CCCA Approved Classics

1st – in – Class

1940 Packard 110 Convertible Coupe John VanSpeybroeck

Packard introduced the 110, a lower-cost model, in 1937 with its Fifteen Series in an attempt to increase volume as the Great Depression kept demand for its expensive upmarket cars too low to sustain profitable operations. Nonetheless, the 110 conformed to Packard's reputation for quality and style. This example is a true barn find, rescued from one in Iowa in 2012. A 6-year restoration was completed in 2021.



2nd – in – Class

1931 Alfa Romeo 6C 1750 Gran Sport Spider
Scott & Joanie Kriens

3rd – in – Class

1929 Rolls-Royce 20 HP
John B Carey

Class AM – American Muscle Cars through 1987

1st – in – Class

1979 Pontiac Trans Am Zachary Lindsey

After 10 years on the market, Pontiac decided to celebrate the success of its Trans Am muscle car, so in 1979 it offered a limited-edition version incorporating a special paint treatment, graphics (the largest hood decal ever made) and alloy wheels. This example is powered by a 6.6 Litre 403 ci. Oldsmobile and a Turbo Hydra-Matic 350 automatic transmission, WS6 suspension and 4-wheel disc brakes. Inside, a distinctive silver leather interior was created specifically for this special edition. It features a “Screaming Chicken” logo stitched into the rear seat divider and the front door panels. Just 7,500 Anniversary models were constructed for the 1979 model year and only 5,683 came equipped with this engine and transmission option. The current owner commissioned a painstaking all numbers matching, period-correct restoration.



2nd – in – Class

1973 Dodge Challenger John Squadroni

3rd – in – Class

1966 Ford Mustang 2+2 Fastback Richard Kirchner

Class BIKE – Vintage Motorcycles

1st – in – Class

1960 Harley-Davidson Super 10 Dana Miller

The Reparations Act of WWII allowed Harley-Davidson rights to produce a copy of the German DKW RT125 that gave the company a lightweight, two-stroke entry model. It went into production as the S125 1947 and evolved into a series of versions through the 1950s. The Super 10 was an update in production from 1960-61, that offered a larger displacement engine (165 cc vs 125 cc) and revised Tele-Glide telescopic forks. This example is equipped with the optional tool kit, fire extinguisher, front fender light with optional green lens, polished fender tips, green handlebar grips and hub caps. It also sports a Dean Hummer key fob, Harley's leading lightweight dealer, after whom the "Hummer" model was named. The current, third owner acquired it in 1999 and rode it with missing spokes and rotten tires for 12 years before undertaking a full restoration completed in 2013. I was awarded 2nd in Class at The Quail and the AMCA Senior Badge, among other awards.



2nd – in – Class

1971 Bultaco Pursang Mk 4 Steve Poggi

3rd – in – Class

1967 Triumph Flat Track M&M Racing

Class FE1 – Ferrari Class 1 (12 Cylinders) through 2010

1st – in – Class

2009 Ferrari 612

Joe Sully

The 612 Scaglietti, a 2+2 coupé grand tourer in production from 2004-10, with its aluminum body, large side scallops and headlights, pays homage to the custom 1954 375 MM body designed by Sergio Scaglietti, which director Roberto Rossellini commissioned for his wife, Ingrid Bergman. The coachwork is by Pininfarina. It is powered by a Tipo F133F 533 hp, 5748 cc fuel-injected V12 engine equipped with an F1-A, 6-speed manual (paddle shift) transmission. The model is Ferrari's first V12 built with an all-aluminum chassis and body and the first Ferrari with adjustable suspension/sport transmission. It does 0-60 in 4.1 seconds and has a top speed of 199 mph. This example is equipped with the HGT-C package including 19-inch polished modular wheels and painted brake calipers.



2nd – in – Class

1972 Ferrari Daytona 365GTB4

Alan Cavey

3rd – in – Class

2010 Ferrari 599 Fiorano

Bruce & Jackie Kubicka

Class FE2 – Ferrari Class 2 (6/8 Cylinders) through 2010

1st – in – Class

2004 Ferrari 360 Spider Raymond Martinetto

Starting with a blank sheet of paper, Ferrari and Pininfarina managed to surpass the very successful F355. The 360 is powered by a Tipo F131 395 hp, 3586 cc 90° V8 engine equipped with a longitudinally mounted 6-speed gearbox. The 360 design was entirely new and a departure from traditional styling, especially the front. The oval grille is flanked by two separate air intakes, placed very low. It was the first Ferrari to feature a transparent engine hood, exposing the beautiful V8 and its red painted cylinder head covers. Its lighter aluminum frame was also stiffer - indispensable for the spider version. The intensive use of aluminum meant that despite its larger size, the 360 weighed about 100 kg less than the F355. It does 0-60 in 4.6 seconds and has a top speed of 175 mph. The current, fourth owner acquired it in 2021. Previously it had been awarded 1st in Class and Platinum awards at Cavallino.



2nd – in – Class

1973 Ferrari Dino 246 GTS
Mark Lambert & Rebecca Robinson

3rd – in – Class

1973 Ferrari Dino 246 GTS
Ramin Alizadeh

Class I – Imported Sports Cars through 1964

1st – in – Class

1961 Austin-Healey 3000

Kirk Krappe & Cassandra Owens

“The Sports-Car of Sportsmen,” Austin-Healey was the joint venture of the Austin division of British Motor Corporation and Donald Healey offering an affordable sports car capable of 100 mph. The 3000 was its third major series and this early BT7 is distinguished from later ones by its horizontal front grille, retained from the 100-6. In production from 1959-61, it is powered by a 2912 cc inline 6-cylinder engine equipped with twin 1.75” SU carburetors, a 4-speed transmission and optional Leycock de Normanville electric overdrive. This example was originally sold at Empire Sports Car Center, Boulder CO. It was acquired from the original owner in 1981 by Roger Moment, an Austin-Healey Concours judge and restoration authority, who completed a refurbishment in 1992.



2nd – in – Class

1960 Lotus Elite Type 14

David Rossiter

3rd – in – Class

1957 Jaguar XK 150

Stephan Silen & Jean Mansen

Class I2 – Imported Sports Cars - 1965-1987

1st – in – Class

1970 Ford Cortina GT Mark II Brent Pullan

Launched in 1962, the Ford Cortina did a great deal to boost both the reputation and profit margins of Ford in the UK. Along with its Morris and Vauxhall rivals, it was destined to become Britain's 'everyman' car of choice for the next two decades. It succeeded partly because it was a thoroughly decent car and partly because there was a whiff of far-off continental glamor in the name, inspired by the Italian ski resort Cortina d'Ampezzo, site of the 1956 Winter Olympics. The Mark II GT, in production from 1966-70, is powered by a 92 hp, 1599 cc inline 4-cylinder engine equipped with a Weber carburetor, and a 4-speed manual transmission. It is a US-specification car originally delivered in the UK. The current owners acquired this example in 2011 as a father-son restoration project and a 3 ½ year full restoration began. It was awarded 1st in Class at Carmel-By-The-Sea Concours on The Avenue (2021).



2nd – in – Class

1966 Lotus Elan Coupe
Phil Battat

3rd – in – Class

1980 Fiat 131 Mirafiori Sport
Yuri Psinakis

Class J – Japanese Cars through 1987

1st – in – Class

1973 Datsun 240Z

Bob Russell

The 240Z (Fairlady Z in Japan), designed by a team led by Yoshihiko Matsuo, head of Nissan's Sports Car Styling Studio, with input from Yutaka Katayama, President Nissan Motors in U.S.A. at the time, was in production from 1969-78. It is powered by a single overhead camshaft, 2393 cc inline 6-cylinder cast-iron block engine with an E31 ported and polished aluminum head and twin Hitachi-SU carburetors, developing 151hp @ 5600 rpm, and equipped with a 5-speed manual transmission. New, it achieved 0-60 in 9.4 seconds and had a top speed of 120mph. The car, a technically advanced, sleek and sexy fastback coupe, was a breakthrough for Nissan, changing its image as a maker of econoboxes. Its popularity was helped by its astonishing value for price (\$3596 base).



2nd – in – Class

1971 Datsun 240Z

Bruce & Cathy Leininger

3rd – in – Class

No Award

Class K7 – Porsche 356 and 911

1st – in – Class

1958 Porsche 356A Speedster Chris & Pat Roman

In 1954, Max Hoffman (then the sole US Porsche importer) convinced Porsche that Americans did not buy cars with numbers for names and so he created the 'Speedster' for a lower-price, stripped down, open-top version of the 356 version with a \$2,995 list price. With its low, raked windshield (removable for weekend racing), bucket seats, side curtains and minimal folding top, the Speedster was an instant hit. The car is powered by a 1498 cc flat-4 (boxer) air-cooled engine. About 4,900 were built 1954-58. The most sought-after Speedsters are those made in 1957 and 1958 because of the handling and quality. This example, one of the last Speedsters manufactured, was originally delivered to Guam. It was acquired and restored by Tim Goodrich (six of his restorations were acquired by the Porsche family and are displayed at the Porsche museum). It is an all-numbers-matching including engine, transmission and wheels. No sheet metal in the car has been replaced and every nut, bolt and washer is original.



2nd – in – Class

1979 Porsche 911/930 Turbo Mike Burns

3rd – in – Class

1971 Porsche 911S Carlos & Terri Urrutia

Class PV – Preservation through 1975

1st – in – Class

1960 BMW 1600

Lisa

The “Neue Klasse” sport sedans transformed a near-bankrupt BMW’s fortunes almost overnight with the 1600 and then 2002 models. The monocoque body has a clean, thoroughly timeless modern look. The 2-door 1600 sedan benefited from the company’s racing and rally successes with the earlier models. It is powered by an 85 hp, 1573 cc inline 4-cylinder engine equipped with a 4-speed synchromesh transmission. Uniquely, it is fitted with a generator and 6-volt electrical system. This documented example is one of only four in the world with matching numbers. A European delivery from Germany, it features an unmolested two-tone interior, a rare original steering wheel and chrome window and seat levers. The “Derby” grey is an original BMW color. It has been featured on Jay Leno’s Garage in 2017. It was awarded 1st in Class at Hillsborough (2019), First Place at Monterey Legends of the Autobahn (2018), Best Choice Award at Pacific Grove (2018), Second Place at Carmel Concours on the Avenue (2018) and featured on Petrolicious (2020).



2nd – in – Class

1964 Imperial Crown

William Peachee

3rd – in – Class

1974 De Tomaso Pantera L

Dennis & Liz Valdez

Class Q – Exotics through 1987

1st – in – Class

1977 Maserati Merak SS George & Bobbie Andreini

Maserati always planned to offer a less expensive V6 mid-engine car to follow up its V-8 powered Bora. The Merak, in production 1972-82, shares the Bora's chassis, suspension, steering and basic styling. Yet, it has its own unique character. It is powered by a 220 hp, quad overhead camshaft 2965 cc V6 engine equipped with triple twin choke Weber 42DCNF carburetors and a ZF 5-speed transmission. The Merak shares the same suspension as the Bora. Body design is by Giorgetto Giugiaro for Italdesign. The SS version was introduced in 1976, offering more power and improved interior. Its top speed is 153 mph and it does 0-60 in 7.0 seconds. This is a one-owner example.



2nd – in – Class

1973 Maserati Bora
Emile's Sports Car Performance

3rd – in – Class

1986 Lotus Turbo Esprit
Emile's Sports Car Performance

Class TC – Imported Passenger and Touring Cars through 1964

1st – in – Class

1965 BMW 3200CS Bertone

Karra L. Canum

The 3200 CS was a watershed model for BMW, launched at the Frankfurt Autoshow in 1961. In production from 1962-65, this pillarless coupe marked the end of its large V8 cars, while proving to be BMW's return to the luxury market and the ancestor of the BMW coupés that followed. The styling by a young Giorgetto Giugiaro at coach builder Carrozzeria Bertone is crisp and tailored, with wide windows and a spacious interior. Numerous styling cues were adopted in later models including the C-pillar "Hofmeister kink" and "roundie" tail lamps. It is powered by a 160 hp, 3168 cc V8 engine equipped with twin Zenith 36 NDIX carburetors and a 4-speed manual transmission. New, it did 0-100 kph in 14 seconds and had a top speed of 124 mph. This Series II version retains its original engine, drivetrain and body panels. It also features an optional and extremely rare power sunroof and unique Becker radio designed exclusively for the 3200CS. This multiple Concours winner is recognized by BMW Group Classic as an authentic and correct example of what are believed to be no more than 39 survivors of the original 603 cars built. The owner has toured the car extensively in Europe and the UK.



2nd – in – Class

1972 BMW 2002 tii

Chris Smith

3rd – in – Class

1974 BMW 2002 tii

Themis

Class V – Vintage Racecars

1st – in – Class

1965 Shelby 427 Competition Cobra Phil White

“There is nothing nice about a Cobra. It’s loud, smells like gasoline, and shakes, shudders, and bucks. You nearly crash about once every 10 minutes. It’s so damn wonderful that you can’t believe it.” This Cobra is one of 20 competition versions made by Shelby, which cost 50% more than the street legal kind. The original owner, Richard Messersmith of Wilmette, IL acquired this example (CSX3018) at the factory in 1966 and drove it to the nearby Carol Shelby School of High-Performance Driving. He then raced it at Chicago area tracks about 10-12 times before selling it to Chuck Mollica of Milwaukee in 1969, who then sold it in 1978 to Bill Kemper of Barrington IL, who restored it in the 1990s, repairing some dents and chips and repainting it. With just over 3,000 miles on it, this may be the most original competition Cobra around.



2nd – in – Class

1955 Austin-Healey 100M
Marissa Flagiello

3rd – in – Class

1956 Lotus 11 Le Mans
Captainmarco Sange