



# 2024 Class Awards

**For 68 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.**

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## Class A – American Pre-War to 1946

Sponsored by The Delehanty Family

### 1<sup>st</sup> – in – Class

#### 1929 Ford Model A Kevin Enderby

This Model A was purchased by my dad as our family's first collector car in 1974. The day after this Concours will mark our family's 50th Anniversary of owning the car. My dad would often take my brothers and me to lunch at the Alpine Inn, and I took my driver's test in this car. Around father's day we would always head to the Palo Alto Concours as spectators - in the 1960's on my dad's shoulders as a toddler. Years after all the kids left home, my dad bought mom a new Cadillac and she wanted the spot in the garage next to his Porsche. I bought the Model A off my dad. In 2000 I started to restore it. In 2004 the day after the restoration was finished my dad drove it on the field at the Palo Alto Concours. The car was awarded 1st-in-class at Hillsborough (2005, 2007, 2009, 2021); 2nd-in-class (2011) and 3rd-in-class (2014).



### 2<sup>nd</sup> – in – Class

1935 Ford Phaeton  
Jim & Jean Boyden

### 3<sup>rd</sup> – in – Class

1934 Ford Deluxe Phaeton  
Dr. Frank CV Weiler

## Class A2 – American Post-War 1947-1959

Sponsored by Jeff & Christine Krolik

### 1<sup>st</sup> – in – Class

#### 1957 Buick Roadmaster Chuck Cushner

The Roadmaster nameplate was born in 1936 to highlight Buick's major engineering design changes and subsequently used through the years to signify the highest level of opulence available from this upscale marque. For 1957, the gloriously voluptuous Roadmaster tastefully eschewed large rear fins to present a “low sweep silhouette” featuring a stylish wraparound windshield and back lights as well as dramatically styled chrome sweep spears and chromed rear splash area rockers. Finishing the look were four Ventiports (other Buick models only have three) and an “electric shaver” grille with bumper bolsters. The car is powered by a 300 hp, 364 ci V8 engine equipped with a 4bbl carburetor that could do 0-60 in 10.6 seconds and a top speed of 120 mph. This example is one of just 4,364 produced that year. Gas mileage? Don't ask.



### 2<sup>nd</sup> – in – Class

#### 1948 Willys CJ-2A John & Linda Burg

### 3<sup>rd</sup> – in – Class

#### 1953 Chrysler New Yorker Deluxe Newport Randy A Kunes



## Class A3 – American Cars 1960-1987

Sponsored by The Silk Family

### 1<sup>st</sup> – in – Class

#### 1979 Cadillac Coupe DeVille Paul Davoli

The Coupe de Ville nameplate was introduced in Cadillac's 1949 model year as a two-door hardtop version of the Cadillac Series 62 luxury car. The Coupe de Ville quickly became popular due to its stylish design, luxurious amenities, and powerful V8 engine. In 1971, it became its own model in the Cadillac lineup, with distinctive styling and features. The 1979 edition did not disappoint, offering sleek and elegant long hood, squared-off grille and a distinctive Cadillac emblem on the front. The car is powered by a 180 hp, 425 ci V8 engine equipped with an automatic transmission. Inside, the spacious, plush interior has room for six passengers. The current, second owner has maintained it in original condition with only 42,000 miles.



### 2<sup>nd</sup> – in – Class

1965 Ford Thunderbird  
Steven C Johnson

### 3<sup>rd</sup> – in – Class

1963 Ford Thunderbird  
Mike & Sarah Christensen

## Class AC – CCCA Approved Classics

Sponsored by The David Sze & Kathleen Donohue Family

### 1<sup>st</sup> – in – Class

#### 1937 BMW 326

#### Karra L Canum

In 1937, designer Johannes Beeskow at Karosseriebaufirma Erdmann & Rossi in Berlin created the all-aluminum custom body for this 326 chassis. The design presents numerous E&R styling cues, including the patented disappearing top and side window operation. During the war, the owner hid the car fearing confiscation but occupying Soviet troops found it and sent it to Russia. The current owner, convinced it had survived, corresponded with Beeskow who felt the same. In 1992 the car was discovered in Estonia and shortly repatriated to Berlin by E&R historian Rupert Stuhlemmer, who engaged Beeskow to oversee the restoration. In 2019, the current owner acquired the partially restored car and completed the project using Beeskow's detailed notes and the hand drawn illustration of the disappearing top mechanism. This notable “Beeskow BMW” retains its original engine and transmission, as well as the correct radio and interior cooling/heating unit - another patented E&R design.



### 2<sup>nd</sup> – in – Class

#### 1933 Auburn 12-161A Speedster

#### Steven Moore

### 3<sup>rd</sup> – in – Class

#### 1937 Cord 812 SC Phaeton

#### Blackhawk Rolling Art

## Class AM – American Muscle Cars 1964-1973

Sponsored by The Tom Meakin Family

### 1<sup>st</sup> – in – Class

#### 1970 Ford Mustang BOSS 429

##### James A Barron

The Boss 429 is a high-performance version of the Mustang, homologated in 1969 to race in the NASCAR racing series. When designer Larry Shinoda was asked what he was working on, he answered “the boss’s car” because the project was a secret. The name stuck. In production for only two production years (1969-70), the Boss 429 is one of the rarest muscle cars, with just 1,356 units built, and only 499 in 1970. Ford designed the car as a complete performance package with the intention to qualify for racing so except for exterior paint color, interior trim and few minor assembly line changes all cars are basically the same. It is powered by a 375 hp, 429 ci V8 engine equipped with high-performance aluminum heads, a Holley 4-bbl carburetor, 4-speed Toploader manual transmission and a competition suspension package. New, it did 0-60 in 5.1 seconds. It was awarded Gold at SAAC Mid-America Tulsa OK (2014) and Gold, Division 2, SAAC 40, Pocono PA (2015), Indiana SAAC National (2020)



### 2<sup>nd</sup> – in – Class

#### 1969 Chevrolet Camaro Yenko

##### Walter Schmidt

### 3<sup>rd</sup> – in – Class

#### 1968 Shelby Mustang GT350H

##### Vincent Casey



## Class ASC – American Sports Cars through 1987

Sponsored by The Fisher Family

### 1<sup>st</sup> – in – Class

#### 1966 Shelby GT350

#### Mark & Sharon Samson

Starting with Ford's already exceptional K-code Mustang fastback, Carroll Shelby and his team at Shelby American loaded the GT350 with numerous suspension upgrades and improved safety equipment and beefed up the engine, adding 35 horsepower. The result was a production class-racing powerhouse that easily met the challenge from other cars of the day, including the Sunbeam Tiger and Jaguar E-Type, as well as Ford's arch nemesis, the Chevrolet Corvette. The car is powered by a 390 hp, 289 ci V8 engine stroked to 331ci with a 5-speed Tremec manual transmission and positraction. This highly original, seven-owner example was acquired by the current owners in 2021 and, after being dropped from a lift, a full restoration was completed in 2023.



### 2<sup>nd</sup> – in – Class

#### 1963 Chevrolet Corvette

#### Darwin & Patricia Ludi

### 3<sup>rd</sup> – in – Class

#### 1954 Chevrolet Corvette

#### Robert & Bernice La Mar

## Class FE1 – Ferrari Class 1 (12 Cylinders) through 2009

Sponsored by Joe Brilando

### 1<sup>st</sup> – in – Class

#### 2004 Ferrari 575M Maranello Johnny Migliozi

Launched in 2002, the Ferrari 575M (M for modified) is a classic front-engine/rear-wheel-drive grand tourer conceived as an evolution of the 550 Maranello (itself an homage to the landmark 365GTB/4 Daytona). It incorporates mechanical improvements including an adaptive suspension, updated styling from Pininfarina and a renewed interior. This car was delivered with the Fiorano handling package. It is powered by a 515 hp, 5.7-liter F133E V12 engine, equipped with a manual 6-speed transmission, one of 246 so equipped of which only 84 were imported into the US. Its 0-60 time is 4.2 seconds and top speed is 202 mph. This example has been awarded Gold and Platinum awards at the Ferrari Club of America Pacific Region (2018, 2019 and 2022), as well as Gold at Concorso Italiano (2021).



### 2<sup>nd</sup> – in – Class

1999 Ferrari 550 Maranello  
Gary Kuntz

### 3<sup>rd</sup> – in – Class

1968 Ferrari 330GTC  
The Ely Family



## Class FE2 – Ferrari Class 2 (6/8 Cylinders) through 2009

Sponsored by Joe Brilando

### 1<sup>st</sup> – in – Class

#### 1985 Ferrari 308GTS QV

##### Tim Dermody

The 308 was Ferrari's first two-seat mid-engine V8, famously featured on the TV series Magnum, P.I. Designed by Leonardo Fioravanti at Pininfarina, GTS models featured a removable roof panel with grained satin black finish, which could be stowed in a vinyl cover behind the seats when not in use. Early cars were carbureted, but by 1985 -- the final year for 308s the 2926 cc belt-driven twin overhead cam 90° V8 engine was equipped with Bosch K-Jetronic fuel injection and four valves per cylinder (hence the "quattrovalvole" name, or "QV" for short). 308 QVs can be distinguished from earlier 308s by the slim louver panel in the front hood to aid radiator air exhaust, the Boxer-style roof spoiler, and their alloy wheels (7J x 16 front and 8J x 16 rear). The current, second owner acquired this example in 1986. It is the last built for the North American market.



### 2<sup>nd</sup> – in – Class

#### 2008 Ferrari F430 Spider

##### Joe & Liza Vernazza

### 3<sup>rd</sup> – in – Class

#### 1972 Ferrari 246GT

##### Francois Henley

## Class I – Imported Sports Cars through 1964

Sponsored by The Pit Stop

### 1<sup>st</sup> – in – Class

#### 1971 Mercedes-Benz 280SL

##### Wilson Loke

“For those who value engineering, finesse and high-quality construction, it's alone in the field,” stated Road & Track. The manufacturer described it as "a Grand Tourer in the traditional sense with a unique combination of sports car performance and sedan car comfort." These attributes explain the model's phenomenal success. The 280SL's essential user friendliness broadened its appeal beyond the traditional sports car enthusiast market. The last of a popular and extremely successful line starting in 1963 with the 230SL, this version entered production in 1967 powered by a new 170 hp 2.8-liter inline 6-cylinder engine. New, it achieved 0-60 in 10 seconds and a top speed of 120 mph. The design by Paul Bracq has a low waistline, big, curved greenhouse windows and a detachable hardtop, whose distinctive roofline earned the nickname "pagoda top." The current owner acquired this example from the original owner in December 1980 and had it fully restored in 2015.



### 2<sup>nd</sup> – in – Class

#### 1960 Alfa Romeo Giulietta Spider Veloce

##### David Szeto

### 3<sup>rd</sup> – in – Class

#### 1964 Lancia Flaminia Super Sport

##### Paul & Vicki Tullius



## Class 12 – Imported Sports Cars - 1965-1987

Sponsored by Pacific Neurosurgery

### 1<sup>st</sup> – in – Class

#### 1977 Maserati Merak SS George & Bobbie Andreini

When Citroën acquired Maserati in 1968 it sought to increase production. The Merak (Tipo 122) was intended to be a less expensive version of the Bora to compete with the Lamborghini Urraco and the Ferrari 308/GT4. “Merak” is a star in Ursa Major, a departure from previous wind-inspired model names. The car uses much of the structure of the Bora and Giugiaro echoed its body design with refinements such as the rear flying buttress. It is powered by a 220 hp four-overhead camshaft 2965 cc V6 engine with triple twin choke Weber 42DCNF carburetors. The chassis is an all-steel monocoque. 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 example was awarded First-in-Class at Hillsborough (2022), Preservation Doug Magnum Award Concorso Italiano (2017), Best in Class, Maserati Days Carmel (2013, 2014). The current owner is its first.



### 2<sup>nd</sup> – in – Class

1965 Mercedes-Benz 230SL  
Frank DeSimone & Karla McTernan

### 3<sup>rd</sup> – in – Class

1968 Lancia Fulvia  
Greg & Jenny Stimpson



## Class J – Japanese Cars through 1987

Sponsored by The Egan Family

### 1<sup>st</sup> – in – Class

#### 1995 Toyota Supra Turbo Greg Tariff

The Supra, introduced in 1978, immediately captivated enthusiasts with its powerful performance, classic design and cutting-edge technology, all at an affordable price. The Mk4 version debuted in 1993, offering a slick, husky-shouldered and serious-looking redesign. The car is powered by a 326 hp, 3-liter inline 6-cylinder twin-turbo engine equipped with fuel-injection and a 6-speed manual transmission. Because these models could be easily modified to achieve even better performance, original stock examples like this one are difficult to find. This is just 1 of 526 Toyota Supra Turbos for 1995 produced with the targa sport roof and 6-speed transmission combination. The current, second owner spent years looking for a pure stock, low-mileage, turbo-powered model, motivated by a love of Toyota engineering informed by years of experience buying, restoring and modifying cars. This example was a featured vehicle at the 2023 Pebble Beach Japanese Automotive Invitational hosted by Motor Trend at Monterey Car Week.



### 2<sup>nd</sup> – in – Class

#### 1973 Datsun 240Z Casey Noel

### 3<sup>rd</sup> – in – Class

#### 1990 Mazda MX-5 Miata Vince & Julie Malta



## Class JS – Jaguar Sports

Sponsored by Anne Steele, Attorney-at-Law

### 1<sup>st</sup> – in – Class

#### 1963 Jaguar E-Type Series 1 Scott Jackson

The Jaguar E-Type was first revealed in 1961 at the Geneva Salon to great excitement. It was revolutionary in many ways, but Malcolm Sayer's beautiful bodywork set it apart from anything else on the road. With its faired-in headlamps, a long, sculpted nose and centered twin exhaust, there was nothing else like it at the time. It is powered by a 265 hp, 3781 cc DOHC inline 6-cylinder engine equipped with triple SU carburetors and a 4-speed manual transmission. The model offered several innovative features for its time, including independent rear suspension, 4-wheel disc brakes (a first for a production car), and monocoque construction. These contributed to the car's excellent handling and driving dynamics. This 1963 fixed head coupe example, in its rare Opalescence Maroon paint, was discovered in a Texas rancher's barn near Austin in 1972 and has been meticulously restored in keeping with the Jaguar Heritage Certification.



### 2<sup>nd</sup> – in – Class

1950 Jaguar XK120 OTS  
Michael DeBacker

### 3<sup>rd</sup> – in – Class

1967 Jaguar XKE  
Tony Theophilos

## Class K7 – Porsche 356 and 911 through 1997

Sponsored by A Friend of the Concours

### 1<sup>st</sup> – in – Class

#### 1979 Porsche 911/930 Turbo

##### Mike Burns

The Porsche 930 debuted at the 1974 Paris Salon and was in production from 1975-89. Ferdinand “Ferry” Porsche, who was running the company at the time, handed development of the 930 over to Ernst Fuhrmann. Known to the public as the 911 Turbo, it was the top-of-the-range model and the fastest production car available in Germany. The car is powered by a fuel-injected 300 hp, 3299 cc engine equipped with an air-to-air intercooler. Porsche took the turbo technology developed for the 917/30 CAN-3.0L and applied it to the Carrera RS flat 6-cylinder air-cooled engine. This example is one of 806 offered for sale in the US market for the 1979 model year. Originally sold to an owner in La Mesa CA, the current, second owner acquired it in 2001. It was awarded at the Porsche Parade and Werks Reunion and is a fun car and a real joy to drive.



### 2<sup>nd</sup> – in – Class

#### 1966 Porsche 912

##### Peter Silten

### 3<sup>rd</sup> – in – Class

#### 1960 Porsche 356B

##### Fred Slightam



## Class PV – Preservation through 1975

Sponsored by Ballout Law

### 1<sup>st</sup> – in – Class

#### 1968 Chevrolet Camaro RS/SS Bruce Schilling

Chevrolet introduced the Camaro in 1967 as a compact car designed to compete with the Ford Mustang. As with the Mustang, Chevrolet configured the Camaro from as many existing components as it could. It is built on the F-Body platform and shares many of its mechanics with the Nova. It was highly customizable, with over seventy factory and forty dealer options available. This Rally Sport/Super Sport Combination is powered by a 396, 325 hp, 396 ci V8 engine equipped with a 4-speed Muncie M-20 manual 4-speed transmission and posi-traction. The package includes the factory Deluxe Interior and Rally Wheel Trim. The car was originally delivered to Marx Chevrolet in Gilroy. The current, second owner acquired this example for \$2,600 as a Hillsdale High School senior in November 1969.



### 2<sup>nd</sup> – in – Class

1964 Ford Galaxie XL Convertible  
Mr James Barron

### 3<sup>rd</sup> – in – Class

1965 AC Cobra  
Scott & Joanie Kriens

## Class P1 – Packard Through 1936

Sponsored by Larry Nannini

### 1<sup>st</sup> – in – Class

#### 1934 Packard 1101

#### Peter Lansbergen

Packard was "the supreme combination of all that is fine in motorcars." In addition to the inherent quality, luxury, performance and silence for which Packard was justly famous, the marque's design and styling combined conservative elegance with a hint of sporting flair. This 11th-series is often considered the last of the classic Packards because of its slender windshield posts, chromed headlights and open fenders. In 1934 America had only just begun to recover from the Great Depression, which decimated demand for luxury automobiles, so these automobiles are relatively rare. This model is powered by an inline 120 hp, 320 ci inline 8-cylinder engine equipped with a Stromberg carburetor, 3-speed synchromesh manual transmission and Bragg-Klierath vacuum assist mechanical brakes. This example was awarded 1st Place at Hershey (2023) and Packard Club Rohnert Park (2023)



### 2<sup>nd</sup> – in – Class

1934 Packard 1101 Convertible Sedan Dietrich  
Tom O'Hara

### 3<sup>rd</sup> – in – Class

1927 Marque Packard 343 Convertible Sedan  
Academy of Art University

## Class P2 – Packard 1937-1942

Sponsored by Hal & Becky Schuette

### 1<sup>st</sup> – in – Class

#### 1937 Packard Twelve 2/4-Passenger Coupe Jeff Mihaly

With its Fifteenth Series, Packard fully embraced streamline design, offering elegantly flowing, fully skirted fenders, soft curves and a raked and painted radiator shell. Without sidemounts, the front of this Coupe appears even longer, showing the beautiful trim on the side of the hood. Packard modernized the chassis with 16" steel wheels and a "Safe-T-FleX" independent front suspension, refining ride quality. This example, finished in Dawn Gray, is one of only 7 extant out of 42 Coupes produced and one of two with a rear-mount spare. The car is powered by a 175 hp, 473 ci, V12 engine. It was first sold in May 1937 by Earle C Anthony, San Francisco. The current owner/restorer acquired it in 2008 and completed a full restoration over a 13 year period in 2021. It has been awarded 2nd-in-Class at Pebble Beach (2021), Most Elegant Car at the 2021 Ironstone Concours and scored 100 points at the Southern California CCCA Grand Classic (2022).



### 2<sup>nd</sup> – in – Class

1937 Packard 1507  
Mr & Mrs Lorenzo Nannini

### 3<sup>rd</sup> – in – Class

1939 Packard 120  
Mr George Myers



## Class RB – Rolls-Royce and Bentley – Pre-War

Sponsored by Richard Spencer

### 1<sup>st</sup> – in – Class

#### 1937 Rolls-Royce Phantom III Valerie & Aaron Weiss

Replacing the Phantom II, the Phantom III was the final large pre-war Rolls-Royce. Just 721 were constructed from 1936-39 and it was the only V12 Rolls-Royce until the Silver Seraph in 1998. The Phantom III is powered by an aluminum-alloy 7.32-liter V12 engine equipped with a 4-speed manual transmission and, unusually, twin ignition systems. Wire wheels were standard, but Ace wheel discs were often fitted to cut the time needed for cleaning. This example had originally been acquired by a Mr. Coppinger in 1936. He was persuaded to sell it on almost immediately to Maharaja Bahadur Sir Kameshwar Singh, who was unable to secure timely delivery of a PIII. He promptly had it rebodied by Thrupp & Mayberly. Mr. Singh, born into one of the wealthiest families in British India, is remembered for his social welfare reforms in his state, his philanthropy and patronage of traditional art forms. The current, eighth owner acquired it in 2021.



### 2<sup>nd</sup> – in – Class

1929 Rolls-Royce 20 HP  
John B. Carey

3<sup>rd</sup> – in – Class  
Not Awarded

## Class RB2 – Rolls-Royce and Bentley Post-War

Sponsored by Vistage - [www.arnoldleaders.com](http://www.arnoldleaders.com)

### 1<sup>st</sup> – in – Class

#### 1994 Bentley Brooklands Dave Rogers & Ofelia Vivas

The Brooklands, introduced in 1992, replaced the Mulsanne S and Bentley Eight models. It embodies Bentley's angular styling of the 1980s and early 1990s and features the classic waterfall grille as well as dual headlights, the trademark descending boot lid and chrome B-pillars. The interior is an evolution of previous years' design but utilizes a center console and center shift. With special order light blue paint, this four-door sedan "saloon," has most options available, including companion mirrors, folding seat-back trays and two Motorola "Dyna T-A-C 6000X" "cellular mobile phones." Of the 234 1994 Bentley Brooklands built, 38 were imported into the United States but only seven are listed on the Rolls-Royce Owners Club directory.



### 2<sup>nd</sup> – in – Class

1991 Rolls-Royce Silver Spur II  
LTC & Mrs John K Swensson

### 3<sup>rd</sup> – in – Class

1991 Rolls-Royce Silver Spur II  
Austin & Barbara Kilburn

## Class TC – Imported Passenger and Touring Cars through 1987

Sponsored by The Pit Stop

### 1<sup>st</sup> – in – Class

**1972 BMW 2002 tii**

**Chris H Smith**

The BMW 2002 tii, with its light and nimble attitude and performance sensations, is one of the most fun to drive and affordable classic cars available. The combination of sports-car handling, room for four, an airy greenhouse, large trunk, and BMW's growing reputation for engineering and high-quality construction, came together and caught the attention of enthusiasts the world. The 2002 and its 1.6-liter predecessor brought BMW back from the brink of bankruptcy and raised it to its prominence today in the luxury performance category. The car is powered by a 130 hp, 1991 cc inline 4-cylinder engine equipped with Kugelfischer fuel injection, a 4-speed manual transmission and front wheel disc brakes. New, it did 0-60 in 9.8 seconds and had a top speed of 118 mph. This highly original example features dealer-installed options including Behr air conditioning, a Petri steering wheel, FPH wheels and Marchal front lamps. The current owner is its fourth.



### 2<sup>nd</sup> – in – Class

**1937 MG SA Tourer**

**Bruce & Christie Campbell**

### 3<sup>rd</sup> – in – Class

**1987 BMW 325i**

**Andy Chan**



## Class V – Vintage Racecars

Sponsored by KL Canum Consulting

### 1<sup>st</sup> – in – Class

#### 1962 Shelby Cobra Mr Richard Wesselink

Carroll Shelby, a former Ferrari race driver and occasional chicken farmer, conceived the idea of shoehorning Ford's small-block into the AC Ace in 1961. The first car was completed in February 1962. The car is powered by a 306 hp, Ford Windsor K-Code 289 ci V8 engine (originally designed for the Fairlane), equipped with a 4-speed Borg-Warner all-synchromesh manual transmission. It was raced and crashed at Willow Springs in 1963 and converted to a street car. The current, second owner acquired this example in 1967 with a partner and sent it back to the Shelby factory for preparation as a race car, including 4 Weber carburetors, suspension upgrades, side exhaust, roll bar, Halibrand mag wheels and flared wheel wells. The car recently underwent a full restoration.



### 2<sup>nd</sup> – in – Class

1959 O.S.C.A. Tipo S 273  
Phil White

### 3<sup>rd</sup> – in – Class

1956 Lotus Eleven LeMans  
Captain Marco Sange

## Class W – Arcane and Rare

Sponsored by A Friend of the Concours

### 1<sup>st</sup> – in – Class

#### 1953 Land Rover Series I Chien Liew

After World War II, Rover's chief engineer, Maurice Wilks, used a surplus Willys Jeep to work his farm in Wales. Impressed with its capabilities, he wanted to replace it with a British vehicle when it wore out. However, nothing similar was available, so Wilks and his brother, Spencer, the Managing Director at Rover, decided to create their own utility four-wheel-drive, off-road vehicle. The Land Rover, introduced in 1948, became very popular with farmers and the military. Series I vehicles were in production through 1958. This early example has an 80-inch wheelbase, the shortest of the series. The car is powered by a 52 hp, 1997 cc inline 4-cylinder engine equipped with a 4x4 transmission. New, it could do 0-60 in 48.3 seconds and had a top speed of 62 mph. This left-hand drive example came from the Rover Solihull (Warks) factory.



### 2<sup>nd</sup> – in – Class

1974 Hongqi CA770  
Blackhawk Rolling Art

### 3<sup>rd</sup> – in – Class

1961 GAZ 21M - Volga  
Dmitri Lissin