



# 2021 Class Awards

**For 65 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

### 1<sup>st</sup> – in – Class

#### 1939 Lincoln Zephyr Markus Firmann

A true icon of streamlined 1930s styling, the Zephyr stood out among competitors with a futuristic aerodynamic efficient body design that used an early form of unit body construction to reduce weight while enhancing rigidity. Its low-mounted, horizontal grille influenced automotive designers everywhere. The stylish design aesthetic continued with a central console erupting from the floor and a large, multi-gauge cluster acting as an orb-like cornice. Within the large, Art Deco scripted roundel was the speedometer as well as gauges for temperature, fuel, oil, and battery. It is powered by a 110 hp, 367 ci L-head V12 engine equipped with a 3-speed manual transmission. This example recently underwent a complete restoration and has now relocated to Geltwil in the Canton of Aargau (Switzerland) following the Concours.



### 2<sup>nd</sup> – in – Class

1932 Nash 970

Gary & Amy Marchetti

### 3<sup>rd</sup> – in – Class

1940 Oldsmobile Convertible Coupe

Albert A. Murolo

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

### 1<sup>st</sup> – in – Class

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

Chrysler gained a reputation in the 1950s of having the best engineering of the big three automakers. The New Yorker's design became a bit sleeker with a reduced wheelbase, a one-piece curved windshield and rear fenders integrated into the body. This example, powered by a 180 hp 331ci FirePower Hemi V-8 with a Fluid-Torque semi-automatic transmission, is equipped with power steering and Safe-Guard power brakes. The current owner's father acquired it in 1955. The owner's adolescence took place in the back seat, he took his driving test in it and used it to go to his prom. He purchased it from his father in 1970 and then went to serve his country. His father set the car aside for 20 years for a future restoration but developed cancer before the project could begin. In 1996, the owner undertook a 10-year restoration doing most of the work himself.



### 2<sup>nd</sup> – in – Class

#### 1953 Buick Skylark John H. White

### 3<sup>rd</sup> – in – Class

#### 1957 Chevrolet Bel Air Charles Green

## Class A3 – American Cars 1960-1987

### 1<sup>st</sup> – in – Class

#### 1969 Chevrolet Camaro

#### Mark Perez

Officially, General Motors had backed out of involvement in racing and motorsports in 1957 but its engineers were frustrated by the ban. Their answer was the Camaro, a compact passenger car specifically designed to compete with and beat the Ford Mustang on the road and for privateers and enthusiasts to compete in Trans-Am racing at the track. It is powered by a 290 hp, 302 ci V8 engine equipped with a 4-barrel carburetor, 4-speed transmission, solid lifters and factory headers. This example was initially sold through Ellis Brooks Chevrolet to George and Glenda Bidigare of San Francisco, who removed the rear spoiler and added headers. The third owner put it into storage in 1976. The current, fourth owner acquired this Camaro in 2013 and has had it fully restored.



### 2<sup>nd</sup> – in – Class

#### 1979 Pontiac Trans Am 10th Anniversary

#### Zachary Lindsey

### 3<sup>rd</sup> – in – Class

#### 1973 Chevrolet Z28 Rally Sport Camaro

#### Kenneth W. Siegler

## Class AC – CCCA Approved Classics

### 1<sup>st</sup> – in – Class

#### 1937 Horch 853 Sport Cabriolet Aaron & Valerie Weiss

August Horch, a founder of the German automobile industry was forced out of his namesake company and then in 1909 he organized Audi (Latin for “horch!” meaning listen). In 1932, Auto-Union acquired both companies. The Horch 853A Sport Cabriolet, bodied by Glaser-Karosserie was popular among the wealthiest European motoring connoisseurs. Just 342 model 853s were manufactured and fewer than 50 exist today. It is powered by a 120 hp, 3.5 liter engine equipped with a 4-speed manual fully synchronized transmission. This example, 853509, was originally delivered to Merz & Pabst of Stuttgart. A US Army captain acquired it and brought it to the US. The car passed through several hands until 2004, when it was acquired by a Belgian, then sold to Horch-Classics in Germany. In 2011, Silvia and Deiter Roth acquired it and had it restored. The current owners acquired it in 2016. It was awarded 2nd-in-Class and the Elegance in Motion Award at Pebble Beach.



### 2<sup>nd</sup> – in – Class

1929 Duesenberg J Dual Cowl Phaeton  
Steven Moore

### 3<sup>rd</sup> – in – Class

1934 Packard Eight  
The Kerr Family

## Class ASC – American Sports Cars through 1987

### 1<sup>st</sup> – in – Class

#### 1963 Chevrolet Corvette Vince & Jean Anicetti

The arrival of the Sting Ray, Corvette's second generation, was such a sensation that the St Louis factory hired a second shift but was still unable to build cars fast enough to meet demand. For the first time, Gran Turismo coupé in the range. The split window design by Bill Mitchell and Larry Shinoda was based on the earlier Stingray sports-racer. Built to battle the Shelby Cobra, the '63 'Fuelie' is powered by a 360 hp, 327 ci L84 V8 engine equipped with Rochester Ramjet mechanical fuel injection and a 4-speed Muncie transmission. Only 2,610 were built in this configuration, half of which were split window coupes. It has optional Kelsey Hayes knock off wheels designed for the Sting Ray prototype and track competition. This numbers-matching example received a complete frame-off restoration.



### 2<sup>nd</sup> – in – Class

1968 AMC AMX  
Kim & Rachel Nelson

### 3<sup>rd</sup> – in – Class

No Award

## Class BIKE – Vintage Motorcycles

### 1<sup>st</sup> – in – Class

**1972 Maico RS125**

**Steven Poggi**

Maico, founded in 1926, is a family-owned company that manufactures motorcycles in the Swabian town of Pfäffingen in Germany. Inspired by Anton Mohr's racing conversion of one of its MD 125 Sport roadsters, Maico introduced its own production version – the 125RS – for 1969. At the time, it offered the most horsepower of any other motorcycle in its class. The motorcycle is powered by a 29 hp, 123 cc air-cooled single-cylinder rotary valve two-stroke engine, equipped with a Bing 32 center float carburetor and a 6-speed gearbox. The current owner acquired this example, one of 164 factory racers, in 2013 from Germany. A full restoration was completed in 2020 by the owner.



### 2<sup>nd</sup> – in – Class

**1979 Honda CBX**

**Albert Catelani**

### 3<sup>rd</sup> – in – Class

**1965 BMW R60/2**

**Lisa**

## Class FO1 – Ford Pre-War

### 1<sup>st</sup> – in – Class

#### 1929 Ford Model A Kevin Enderby

The Ford Model A of 1927-1931 (sometimes called the A-Model Ford or “the A,” and A-bone) was the second huge success for the Ford Motor Company, after its predecessor, the Model T, which had been produced for 18 years. Prices for the Model A ranged from \$385 for a roadster to \$1400 for the top-of-the-line Town Car. The engine is a water-cooled L-head 4-cylinder with a displacement of 201 cu. in., producing 40 horsepower. The transmission is a 3-speed manual sliding gear unit. The Model A has 4-wheel, mechanical drum brakes. This vehicle, equipped with a rumble seat, has been in the owner’s family since he was twelve and he took his driving test in it as a teenager. Four years of restoration were completed in 2004, after which the owner’s father drove it onto the Palo Alto Concours field. The car has won numerous awards including 1st in Class at the Palo Alto Concours (2005, 2009) and Hillsborough (2005, 2007, 2009).



### 2<sup>nd</sup> – in – Class

1939 Ford Deluxe 5-Window Coupe  
Tom Meakin

### 3<sup>rd</sup> – in – Class

1934 Ford Deluxe Phaeton  
Dr. Frank C. Weiler

## Class FO2 – Ford Post-War through 1973

### 1<sup>st</sup> – in – Class

#### 1966 Ford Mustang GT Convertible Ken & Spencer Woolcott

Donald Frey, Lee Iacocca's chief engineer, was in charge of what was initially called the "T-5" project, completed in a record 18 months. To cut down development cost and achieve an affordable sticker price, the Mustang was based heavily on existing Ford components, many of which were already in production for other cars. The GT was introduced in 1965 on the Mustang's first anniversary, featuring a 225 hp, 289 ci V8 engine, disc brakes, a faster steering box, a stiffer suspension, grille-mounted fog lamps and an upgraded multi-gauge instrument panel. This example has been restored to original equipment specifications. It has been awarded 1st in Class at the Greystone, La Jolla, San Marino, Alameda and Coyote Creek Concours.



### 2<sup>nd</sup> – in – Class

1966 Ford Mustang  
David Rossiter

### 3<sup>rd</sup> – in – Class

1966 Ford Mustang  
Charles Kennedy

## Class FO4 – Ford Thunderbird 1955-1957

### 1<sup>st</sup> – in – Class

#### 1957 Ford Thunderbird Alan Biagi

Supercharged 1957 Thunderbirds are the rarest. The first 14 Phase 1 "D"- Birds fitted with superchargers were built to homologate the engine for NASCAR. A modified, blown Bird beat the Corvettes at the 1957 Daytona Spring Speed Week Trials, clocking the 2-way Flying Mile at 138.755 mph, and that same car topped 160 mph at Bonneville speed trials. The 196 Phase 2 "F"- Birds with a serial number of "F7FH\*\*\*\*" are powered by a 312 cid V8, a modified Lincoln 4-barrel carburetor and Paxton McCulloch VR57 supercharger, along with special heads, dual-point distributor and modified fuel pump.

Depending on tuning, horsepower ranges from 325 to 340. The "official" total of 210 superchargers in the "D" and "F" series is approximate as some with an "F" letter no longer have their special equipment. 158 "F" - Birds are known to exist. The current owner acquired this example in October 2019 and completed the restoration in June 2021.



### 2<sup>nd</sup> – in – Class

1957 Ford Thunderbird  
Ken & Melissa Bozzuto

### 3<sup>rd</sup> – in – Class

1955 Ford Thunderbird  
Ronnie Lee Demer

## Class FE1 – Ferrari Class 1 (12 Cylinders) through 2007

### 1<sup>st</sup> – in – Class

#### 1973 Ferrari 365 GTS/4 The Silk Family

Luigi Chinetti's 275 GTB-based NART Spider no doubt influenced Ferrari's decision to produce a convertible Daytona, named to commemorate the company's impressive wins at that speedway. The Spider was introduced at the 1969 Frankfurt Salon. The design by Pininfarina is endowed with a purity of line and stance and the coachwork is by Scaglietti. Only 122 examples were produced. It is the final front-engine open Ferrari to feature Colombo's classic short-block engine. This Daytona Spider is powered by a Tipo 251, 353 hp, 4390 cc DOHC V12 engine equipped with 6 Weber carburetors and a 5-speed manual transaxle. New, it did 0-60 in 5.8 seconds and had a top speed of 174 mph.



### 2<sup>nd</sup> – in – Class

1972 Ferrari Daytona 365GTB4  
Alan Cavey

### 3<sup>rd</sup> – in – Class

1998 Ferrari 550 Maranello  
Gary Kuntz

## Class FE2 – Ferrari Class 2 (6/8 Cylinders) through 2007

### 1<sup>st</sup> – in – Class

#### 2007 Ferrari F430

#### Michael Vogel & Jody Stewart

The F430, which debuted at the 2004 Mondial de l'Auto in Paris, was in production from 2004-09. Directed by Frank Stephenson, Pininfarina's aluminum bodied design was a departure from the 360 and emphasized the marque's history with the Enzo's tail lights and engine cover vents, the Testarossa-styled driver's side mirror and the large oval front bumper openings suggesting the 156 "Sharknose" F1 car and 250 TR 61 Spyder Fantuzzi. The design increased the downforce, improving handling. It is powered by a 483 hp, 4308 cc DOHC 32-valve V8 engine equipped with port fuel injection and an F1 transmission. It does 0-60 in 3.6 seconds and has a top speed of 196 mph. The current, second owners acquired this 60th Anniversary example in 2017. It swept the Ferrari Club of America Annual Experience (2019) with the Platino, Coppa Bella Machina and Coppa GT Award for driving excellence at the track.



### 2<sup>nd</sup> – in – Class

#### 1973 Ferrari Dino 246GTS

#### Ramin Alizadeh

### 3<sup>rd</sup> – in – Class

#### 2002 Ferrari 360 Spider

#### Neil Pack

## Class I – Imported Sports Cars through 1964

### 1<sup>st</sup> – in – Class

#### 1958 Mercedes-Benz 190SL The Timmons Family

For those insufficiently wealthy to afford its race-bred sports car -the 300SL- Mercedes-Benz offered the less exotic but no less refined 190SL. Announced in 1954 and based on the 180 Sedan chassis, it entered production in early 1955. “Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,” observed Road & Track at the time. The car is powered by a 103 hp, 1897 cc overhead-camshaft inline 4-cylinder engine equipped with twin Solex carburetors and a 4-speed manual transmission and 4-wheel disc brakes. New, it had a top speed of 107 mph and could do 0-60 in 11.9 seconds. This example underwent a recently completed 5-year restoration.



### 2<sup>nd</sup> – in – Class

#### 1964 Triumph Spitfire Barry Connally

### 3<sup>rd</sup> – in – Class

#### 1955 Jaguar XK 140 FHC/SE Geoffrey Horton

## Class I2 – Imported Sports Cars - 1965-1987

### 1<sup>st</sup> – in – Class

**1974 Alfa Romeo GTV 2000**

**Randy Hietter**

The Gran Turismo Veloces (“Fast Tourers”) were meant to be Alfa’s most sporting cars. The basic body design was by Giorgetto Giugiaro for Bertone and borrowed heavily from his earlier designs for the Alfa Romeo 2000 and 2600 Sprint. The balance of glass and metal, the effect of the front and rear glass on the cabin’s shape, and the flat grille with headlamps were groundbreaking styling features for the era. In 1971 the engine displacement grew to a dual overhead cam 1962 cc producing 130 hp with SPICA fuel injection for the US market. The current owner acquired this example in 2012 and it underwent a complete bare metal restoration.



### 2<sup>nd</sup> – in – Class

**1965 Maserati Mistral Spider**

**George & Bobbie Andreini**

### 3<sup>rd</sup> – in – Class

**1967 Lotus Elan**

**Phil Battat**

## Class J – Japanese Cars through 1987

### 1<sup>st</sup> – in – Class

#### 1969 Datsun Sports 2000

#### John Baker

Paul Newman began his racing career in a Datsun Sports 2000. Although similar in appearance to its British competitors of the day, Datsun offered better performance. The car is powered by a 1982 cc inline 4-cylinder engine equipped with dealer-option twin Solex carburetors and a larger camshaft, increasing output from 135 hp to 150 hp. It has a 5-speed manual transmission and front disc brakes. This example features several rare parts from the original Datsun Competition Department, which later evolved into “NISMO”. New, it could do 0-60 in 9.3 seconds and had a top speed of 122 mph. This example has been awarded Best of Show at the Japanese Classic Car Show (2015), and the Solvang Roadster Show (2014/2019); Best Datsun Roadster at the BRE 50th Reunion at the Peterson Auto Museum (2016); 2nd in Class (Japanese) at the Coyote Creek Concours and 2nd in Class at Carmel Concours on the Avenue (2019).



### 2<sup>nd</sup> – in – Class

#### 1985 Toyota Celica GT-S

#### Kenneth Woolcott

### 3<sup>rd</sup> – in – Class

#### 1974 Datsun 260Z

#### Dr. Ben & An Yount

## Class K7 – Porsche 356 and 911

### 1<sup>st</sup> – in – Class

#### 1959 Porsche 356A Convertible D Peter Silten

The first significant open Porsche was the Speedster, but lack of creature comforts led to its demise in 1958, replaced by the Convertible D, offering a more protective windscreen, wind-up windows and more comfortable seats while retaining the original's beautiful lines. The car is powered by a 75 hp (Super), 1582 cc SOHC flat 4-cylinder engine equipped with dual Zenith carburetors and 4-speed manual transmission. With preferred coachbuilder Reutter struggling to meet demand, body construction went to Drauz of Heilbronn. This numbers-matching example is one of the last 10 of the 1,331 built by Drauz of which only about half survive. It has later production features, including 3-clip Knecht air filters, twist-off SWF 2267 front turn signals and "happy face" Hella lenses. The car has a factory equipped Blaupunkt radio and a 400mm steering wheel with horn ring. The current owner acquired it in 2010 and it underwent a full restoration completed in 2020.



### 2<sup>nd</sup> – in – Class

1959 Porsche 356A  
Richard & Mary Griffith

### 3<sup>rd</sup> – in – Class

1971 Porsche 911T Targa  
Jay Goldstein

## Class PV – Preservation through 1975

### 1<sup>st</sup> – in – Class

#### 1965 Chevrolet Corvette Bill Bloomer

For 1965, designers made only minor cosmetic changes, focusing instead on significant mechanical upgrades to improve the Corvette's already impressive handling and drivability, notably 4-wheel disc brakes. Only about 3% of the 1965 Corvettes were offered with the 375 hp, 327 ci fuel injected engine with an 11:1 compression ratio, high lift cams and solid lifters. The car is equipped with a 4-speed transmission, 4-wheel independent heavy-duty suspension, Positraction, 456 rear end, knock off hubs and a hard top. This example was originally ordered through the Yenko dealership in Pennsylvania. Three owners have cared for and passed this unrestored automobile to the next owner. It has garnered numerous "top-flight" national awards. Having been granted the NCRS DUNTOV Mark of Excellence Award, which has been achieved by only 1,107 Corvettes over time, speaks to the authenticity and preservation of this time capsule survivor.



### 2<sup>nd</sup> – in – Class

1947 Cadillac 62 Sedan  
Domenic Bavaro

### 3<sup>rd</sup> – in – Class

1972 De Tomaso Pantera  
Mike & Cindy Brunn

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

### 1<sup>st</sup> – in – Class

#### 1929 Rolls-Royce 20 HP John B. Carey

Originally, a “brake” was a large, bodyless carriage-frame, used for breaking in young horses, and the term was extended to any large wagonette designed for country use. The term “shooting brake” originated with custom built 2-door luxury estate cars altered for use by hunters and other sportsmen requiring easy access to large storage areas. It then became a 2 or 4 door car body style with an open rear section. This car uses a Rolls Royce Twenty HP (model) chassis with an inline 6-cylinder overhead valve engine displacing 3127 cc equipped with a 4-speed manual transmission and a torque tube transmitting power to the rear axle. Unlike the Silver Ghost, these cylinders were cast in one block, and the cylinder head was detachable. The current owner acquired “Gen” in 1978, and then performed a complete stock, ground-up restoration between 2000 and 2008. At one point, this car was driven by a youth in the UK who was written up in the local paper as “the boy who delivers papers in a Rolls-Royce.” This example is named “Gen” and has received many awards.



### 2<sup>nd</sup> – in – Class

#### 1936 Rolls-Royce 25/30 Sport Saloon Dale & Kathy Schell

### 3<sup>rd</sup> – in – Class

#### 1934 Rolls-Royce Phantom II Helen & Brent Heath

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

### 1<sup>st</sup> – in – Class

#### 1962 Bentley S2 LWB Brian D. Moore

Heralding the end of post-war austerity, in 1955 Bentley introduced the S2, its first model to offer a V8. The car is powered by a 200 hp, 6230 cc V8 engine equipped with twin SU carburetors and a Rolls-Royce 4-speed automatic transmission. There were just 32 long wheelbase B-series cars, and this example is the only one sent to Harold Radford whose work was attractive and of the highest quality. Its “Countryman” adaptations have unique features designed to cosset weekend guests at one’s estate. This example (LLBB28) has no division, offering more leg room. It is fitted with a fully electric Golde sunroof, and all of the wood is finished in ebony black satin, a very rare special order. It was originally delivered to Jerry Ganz of Chicago, an early mass marketer of seat belts and holder of multiple automobile patents. In 2019, at the age of 99, he offered the car to charity, and it was acquired by its current owners at auction in 2020.



### 2<sup>nd</sup> – in – Class

#### 1953 Rolls-Royce Silver Dawn Jeffrey Brown

### 3<sup>rd</sup> – in – Class

#### 1981 Rolls-Royce Camargue Paul Beetlestone

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

### 1<sup>st</sup> – in – Class

#### 1960 Mercedes-Benz 220SE Cabriolet Bob Buckter

The 220SE was produced for three years and only 1,112 Cabriolets were built. Equipped with a 2.2 liter single-overhead cam 6-cylinder engine and Bosch mechanical fuel injection it develops 134 hp. When new it could achieve a top speed of 107 mph. At the time, the cabriolet was priced similarly to Cadillac's Eldorado Biarritz. Nearly every interior surface of the coupe and cabriolet was covered in leather, and matching leather luggage was available. However, power steering, windows, air conditioning, and an automatic transmission were not. This car's original owner was a San Franciscan who took delivery of it in Italy in July 1960 and then toured the continent. The current owner acquired it in 1980 from Walter Landor, a pioneer of branding and consumer-research techniques. He drove it for 19 years before a mishap on Market Street led to a full restoration in 2007. This automobile has won many awards, including 1st in Class Hillsborough (2011).



### 2<sup>nd</sup> – in – Class

#### 1962 Volkswagen Deluxe Samba Richard Grace

### 3<sup>rd</sup> – in – Class

#### 1960 Mercedes-Benz 220SE William Brooks

## Class V – Vintage Racecars

### 1<sup>st</sup> – in – Class

#### 1972 Alpine Renault A110

#### Joseph Gabany & Dalene Bramer

The Alpine was the creation of Jean Redele who put lightweight bodies on Renault chassis. In the early 1950s he developed a competition version of the 4CV, which won its class in the Mille Miglia three years running as well as the Coupe des Alpes. The hand-built A110, designed by Giovanni Michelotti, was in production from 1961-77. This example is powered by a 1795 cc inline 4-cylinder Type 807-25 engine prepared by Bernard Dudot and equipped with a 5-speed gearbox and a locking differential. It is one the first three of a small number of factory-prepared race cars for Group IV rally racing. Its wider, “ailes plates” fenders provide improved wheel clearance. Initially prepared for Sweden’s Ove Andersson, it was instead sold to Bulgaria’s Yancho and Vassil Takov. It competed in the Olympia rally (1972), German Rally Fever (1972), Rally Poland (1974), Rally Zlotni (1975) and Rally Bulgaria (1975). It was retired in 1977. A 7-year restoration was completed in 2013. It was awarded Best-in-Class Postwar Racing at The Quail (2018).



### 2<sup>nd</sup> – in – Class

#### 1968 Chevrolet Corvette

#### Bob Matkovich

### 3<sup>rd</sup> – in – Class

#### 1969 Chevrolet Camaro

#### Robert & Susan O'Neill

## Class W – Arcane and Rare through 1987

### 1<sup>st</sup> – in – Class

#### 1940 Bantam Roadster Peggy Douglas

The American Austin Car Company was formed in 1929 and following its bankruptcy was reorganized as the American Bantam Car Company in 1936. It built approximately 6,200 cars. Only 971 roadsters were produced from 1936-40 period and fewer than 100 remain. As a true roadster, the Bantam has no roll up windows or outside door handles. It is powered by a 20 hp, 750 cc inline 4-cylinder engine. The Bantam company saw its future salvation in a design proposal for the US Army called “the Jeep.” However, Bantam lacked the resources to ramp up full production and the contract went to Willys and Ford. The company ceased operations in 1940. The current owner acquired this example in 2005 and undertook a 10-year frame-off restoration. It has been awarded 1st in class at Ferndale, 2nd in Class at Serrano, 3rd in class at Ironstone. 1st in class at Danville and 2nd in class at Hillsborough Concours (2018).



### 2<sup>nd</sup> – in – Class

1981 DeLorean DMC-12  
Rich Wipfler & Kathy Neuman

### 3<sup>rd</sup> – in – Class

1973 Maserati Bora  
Emile's Sports Car Performance