



# 2023 Class Awards

**For 67 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 Ford Deluxe Tom Meakin

The 1939 models are among the best-looking Fords ever built, especially the sleek frontal design with a low pointed grille incorporating heavier vertical slats. The Deluxe borrows styling cues from the Lincoln Zephyr, offering a luxury image in an economical and modern car. In a breakthrough from the past, Ford finally fitted its cars with hydraulic brakes (Henry Ford had resisted using “juice brakes” for years.) This example is equipped with dual sun visors, model specific front fenders, hood and grille, a Columbia overdrive as well as a hand-wound 30-hour clock. The current owner acquired it in 2007 and a full, frame-off restoration to Ford V-8 Club specification ensued. The prior owner claimed he had rescued it from a Colorado barn where it sat for 20 years. This example was awarded 1st-in-Class at Hillsborough (2014), Palo Alto (2013) and Ironstone (2013) and earned Dearborn Awards in 2014, 2015 and 2016.



### 2<sup>nd</sup> – in – Class

#### 1934 Ford Deluxe Phaeton Frank C. Weiler

### 3<sup>rd</sup> – in – Class

#### 1935 Ford Phaeton Jim & Jean Boyden

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

### 1<sup>st</sup> – in – Class

#### 1957 Chevrolet Bel Air Charles Green

In 1957, Chevrolet refreshed the Bel Air. It enlarged the engine to increase horsepower. The nose and tail were made over with Cadillac cues suggesting a baby Eldorado, while achieving a sportier stance by lowering the chassis and offering smaller wheels. Of all the '57s that collectors desire, the pinnacle is probably the Bel Air 2-door hardtop because of its classic proportions, rockets on the hood and fluted side fins. This example is powered by the original 220 hp Turbo-Fire 283 ci V8 engine with a Rochester 4-barrel carburetor and a 2-speed cast iron Powerglide transmission. It is equipped with Treadle-Vac power brakes and factory power steering. This example, fully restored in 2017, was awarded 3rd-in-Class at Hillsborough (2021) and Niello (2022).



### 2<sup>nd</sup> – in – Class

1948 Mercury Station Wagon  
Thomas Tachis

### 3<sup>rd</sup> – in – Class

1946 Chrysler Town & Country  
Donald Barnes

## Class A3 – American Cars 1960-1987

### 1<sup>st</sup> – in – Class

#### 1962 Oldsmobile F85 Jetfire Chandler T. Knapp

Although turbocharging was invented in 1905, it first appeared in production automobiles in 1962 with the Oldsmobile Jetfire followed shortly by the Chevrolet Corvair Monza. Only available as a two-door coupe, it features dual hood spear trim, "Jetfire" script badging and stainless-steel side trim. The turbocharger was by Garrett AiResearch, which specialized in engines for business jets, and whose turbine engine was the first to win the Indy 500 and 24 hours of Le Mans. The car is powered by an alcohol-injected, turbocharged 215 hp, 215 ci V8 engine equipped with a four-speed T10 transmission and Rochester carburetor. New, it could do 0-60 in 8.5 seconds and had a top speed of 107 mph. This example was originally sold at Guy Martin Oldsmobile in Reseda CA with factory air and power steering. It has 51,000 miles since new. It received a sympathetic restoration approximately 20 years ago. Just 3,500 were built for 1962 and few are known to exist today.



### 2<sup>nd</sup> – in – Class

#### 1963 Ford Thunderbird Jerry Bieser

### 3<sup>rd</sup> – in – Class

#### 1965 International Harvester Scout Don D'Elia

## Class AC – CCCA Approved Classics

### 1<sup>st</sup> – in – Class

#### Valerie & Aaron Weiss 1929 Duesenberg J

The Model J was conceived as the world's finest automobile. Only the wealthiest could afford one but it was only the sportier who appreciated how its aggressive speed could flatter their devil-may-care lives. The bespoke coachwork by Murphy of Pasadena met their sensibilities with cleanly drawn designs that captured the Model J's spirit. Designer Franklin Hershey envisioned the Dual-Cowl Phaeton as an organized whole with few pretensions, exemplified by the well-integrated 'butterfly' cowl, so named for its structure and split windshield. This example, one of two produced, was initially delivered to Harry Curran of Chicago and shortly after sold to Tommy Manville, scion of the asbestos fortune, before changing hands with notable collectors and museums over the decades. More than a garage ornament, it has been driven on multiple Duesenberg Tours, the 2011 Colorado Grand and the Pebble Beach Motoring Classic. Among its many awards, it garnered 2nd-in-Class at the Pebble Beach Concours (2009, 2022), the Amelia Award at Amelia Island Concours, and the CCCA Senior First Prize (2012).



### 2<sup>nd</sup> – in – Class

#### 1931 Packard 826

Gary & Amy Marchetti

### 3<sup>rd</sup> – in – Class

#### 1934 Packard 1101 Convertible Sedan

Tom O'Hara

## Class AM – American Muscle Cars 1964-1973

### 1<sup>st</sup> – in – Class

#### 1967 Chevrolet Chevelle Dennis & Cindy Scroggs

The 1967 Chevrolet Chevelle is a classic American muscle car, an exemplar of the golden age of muscle cars, known for its aggressive styling and impressive performance. Its sleek and muscular appearance is dominated by long, sweeping lines and a wide, low stance. The front end features a distinctive grille and a prominent hood scoop that hints at the power that lies beneath. This was the last year of the first series offering a redesigned chassis with improved weight distribution and an upgraded suspension system that provided improved traction and control. It is powered by a 350 hp, 396 ci V8 engine. This example has garnered many awards including 1<sup>st</sup>-in-Class at Danville Concours and 2nd-in-Class at Alameda Concours. The current owners are its third.



### 2<sup>nd</sup> – in – Class

1970 Ford Mustang BOSS 429  
James Barron

### 3<sup>rd</sup> – in – Class

1970 Ford Torino GT  
Tom & Joni

## Class ASC – American Sports Cars through 1987

### 1<sup>st</sup> – in – Class

#### 1957 Ford Thunderbird Alan & Trudie Biagi

Supercharged Thunderbirds are the rarest among Thunderbirds, built to meet NASCAR requirements for Ford's race program. Of the 210 supercharged cars made in 1957, the first 14 were designated as Phase-1 cars, designed for racing. An additional 196 Phase-2 cars were built for consumer purchase. Of the Phase-2 cars, 140 are known to exist, but many of those no longer have their special equipment. Each vehicle was equipped with a factory installed and modified 312 ci V8, producing 300 to 330 base horsepower. Factory modifications include a Phase-2 VR57 McCulloch-Paxton Supercharger, low compression heads, racing cam, modified Lincoln carburetor, dual point distributor, and a modified fuel pump. Purchased in 2019 and restored by its current owner, this example, F7FH340061, underwent a factory correct, frame-off restoration completed in 2021. It has been awarded 1st-in-Class at Hillsborough (2021), and 1st-in-Class at Niello Concours at Serrano (2021).



### 2<sup>nd</sup> – in – Class

#### 1965 AC Cobra Dennis Etcheverry

### 3<sup>rd</sup> – in – Class

#### 1966 Chevrolet Corvette Vince & Jean Anicetti

## Class BIKE – Vintage Motorcycles

### 1<sup>st</sup> – in – Class

#### 1969 Bridgestone 100 TMX Trace St. Germain

Once upon a time (from 1952-70), tire-maker Bridgestone manufactured motorcycles. The TMX is one of its small-displacement motorcycles that were popular in the United States during the 1960s. The model features a lightweight frame and simple suspension system, nimble handling and maneuverability, well suited to off-road riding and motocross. The bike's low seat height and compact size also made it a popular choice for beginners. A unique feature of the model is its leading-link front suspension system, which employs a set of hydraulic forks mounted to the frame to provide better stability and control on rough terrain. The TMX is powered by an 11 hp, 98 cc two-stroke, single-cylinder engine equipped with a 4-speed manual transmission. The bike has a top speed of around 60 miles per hour. This example has been restored with NOS parts. The current owner was given the bike by the original owner, who purchased it at a Sears department store.



### 2<sup>nd</sup> – in – Class

1976 KTM MC400 GP  
Steven Poggi

### 3<sup>rd</sup> – in – Class

1973 Honda CB750  
Ron Palma



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

### 1<sup>st</sup> – in – Class

#### 1972 Ferrari 365GTB/4 Daytona Alan Cavey

Road & Track called the GTB/4 Daytona “...the best sports car in the world. Or the best GT. Take your pick.” Many purists consider it the last true Ferrari. Paul Frere, a Ferrari Le Mans winner, claimed to have done 176 mph in it on the Autostrada. Dan Gurney won the second Cannonball Run with it, averaging 80 mph over 2,863 miles with only one ticket. He stated: “At no time did we exceed 175 mph.” The model acquired its unofficial “Daytona” nickname after Ferrari swept the top 3 places in the 1967 endurance race of that name. Styled by Leonardo Fioravanti for Pininfarina, it debuted at the 1968 Paris Salon. While much of the Daytona’s body is steel, for lightness the doors, hood and trunk lid are aluminum. It is powered by a 352 hp, 4390 cc DOHC V12 engine equipped with 6 Weber carburetors, a 5-speed manual rear-mounted transaxle and 4-wheel hydraulic disc brakes.



### 2<sup>nd</sup> – in – Class

#### 1972 Ferrari Daytona 365GTB4 Benjamin Gage

### 3<sup>rd</sup> – in – Class

#### 2010 Ferrari 599 Fiorano Bruce & Jackie Kubicka

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

### 1<sup>st</sup> – in – Class

#### 2012 Ferrari California Kit Rodden

Ferrari introduced a 2+2 convertible version of the California grand touring sports car in 2012, the first to feature a retractable hardtop, allowing for open-top driving while still providing the structural rigidity and refinement of a coupe when the top was up. The car is powered by a front-mounted 453 hp, 4.3-liter V8 engine equipped with a 7-speed dual-clutch automatic transmission, enabling it to do 0-60 mph in approximately 3.8 seconds and having a top speed of 193 mph. It includes an adaptive suspension system, carbon-ceramic brakes and an electronic stability control system to enhance the car's dynamic capabilities and provide precise and controlled handling. The current, fourth owner - a SCCA judge for over 10 years - acquired this example sight unseen in Utah in 2021. The car was awarded Platinum at the Italiano Concorso in Monterey (2022).



### 2<sup>nd</sup> – in – Class

1985 Ferrari 308 GTS QV  
Michael Seringhaus

### 3<sup>rd</sup> – in – Class

2011 Ferrari California  
Aurelio Lioi

## Class I – Imported Sports Cars through 1964

### 1<sup>st</sup> – in – Class

#### 1962 Porsche 356 B Roadster Chris & Pat Roman

The 356 gained a worldwide following for its engineering elegance, nimble handling and solid construction. The aerodynamic “bathtub” body was designed by Erwin Komenda. The Roadster succeeded the Convertible D and was the last of the “sporting” 356 cars that could be driven to the racetrack, have their windshields unbolted, raced, reassembled and then driven home. In mid-1962 the 356B changed to the T6 body type (twin engine lid grilles for better cooling, external fuel filler in the right front fender, and larger windows. This example, one of only 249 T6-bodied made by D’leteren has all matching numbers including engine, transmission and wheels. The owner undertook an extensive restoration of the car. It has been featured in several automotive books and magazines and is actively driven by its owners.



### 2<sup>nd</sup> – in – Class

1954 MG TF 1500

Don Smith

### 3<sup>rd</sup> – in – Class

1952 Siata 208 CS 2+2 Berlinetta

Dave & Susan Buchanan

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

### 1<sup>st</sup> – in – Class

#### 1970 Mercedes-Benz 280SL

#### Steve Young

The manufacturer described it as "a Grand Tourer in the traditional sense with a unique combination of sports car performance and sedan car comfort." And Road & Track stated, "For those who value engineering, finesse and high-quality construction, it's alone in the field." 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 enabling 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, second owner acquired this example in 1992 and recently undertook a complete 3-year restoration.



### 2<sup>nd</sup> – in – Class

#### 1968 Fiat 2000 Dino Coupe

#### Perry & Nancy Solomon

### 3<sup>rd</sup> – in – Class

#### 1973 Maserati Bora

#### Emile's Sports Car Performance

## Class J – Japanese Cars through 1987

### 1<sup>st</sup> – in – Class

#### 1969 Datsun 2000 Sports John Baker

The 2000 Sports, an advanced automobile and important in the history of Datsun/Nissan, was the first Japanese production car to break the 200 km/h mark and won the SCCA D Production Pacific Coast championship in 1968. The car is powered by a 150 hp, 1982 cc SOHC inline 4-cylinder engine with a 5-speed transmission. This example is equipped with the “Competition Package”, which includes Mikuni/Solex carburetors, hotter camshaft, and a high-capacity aluminum oil pan. It also incorporates competition springs, a limited-slip differential, and oil cooler. It underwent an extensive restoration completed in 2014. It has since garnered multiple awards including Best-in-Class, Hillsborough Concours (2021), Best-of-Show, Solvang Roadster Show (2014, 2019), Best Datsun Roadster, BRE 50th Reunion (2016), Second-in-Class, Coyote Creek (2019), Carmel Concours on the Avenue (2019). Additionally, Infiniti featured it at the "Japanese Automotive Invitational" at Pebble Beach (2019).



### 2<sup>nd</sup> – in – Class

1972 Datsun 240Z  
Linda Williams

### 3<sup>rd</sup> – in – Class

1967 Toyota Sports 800  
Matthew & Patricia Spielberg

## Class JS – Jaguar Sports

### 1<sup>st</sup> – in – Class

#### 1953 Jaguar XK120 SE

#### Laurence & Mark Hernandez

The XK120 revived Jaguar's presence in the sports car market. It was launched as a test-bed roadster and show car for the new Jaguar XK engine at the 1948 Earl's Court Show. The car is powered by an XK dual-overhead-camshaft 3.6 liter inline 6-cylinder engine equipped with a 4-speed manual transmission. The model was a sensation at its unveiling and set new standards of comfort, roadholding and performance for British sports cars. For customers who found the standard car too slow, there was the Special Equipment (SE) package incorporating larger SU carburetors, high-lift camshafts, a modified cylinder head that boosted power to 180 hp, and dual exhaust. This example was awarded 2nd-in-Class at Carmel Concours by the Sea (2014) and 3rd-in-Class at Palo Alto (2002). It underwent a full 7-year restoration completed in 1999.



### 2<sup>nd</sup> – in – Class

#### 1952 Jaguar XK 120 FHC

#### Red Fred

### 3<sup>rd</sup> – in – Class

#### 1950 Jaguar XK-120 OTS

#### Michael DeBacker

## Class K7 – Porsche 911

### 1<sup>st</sup> – in – Class

#### 1986 Porsche 911 Turbo

#### Joseph DeMeo

The Porsche 930 debuted at the 1974 Paris Salon and was in production from 1975-89. Known to the public as the 911 Turbo, it was the top-of-the-range model and the fastest production car available in Germany. Porsche intended to produce 400 to qualify for homologation in the 1976 racing season but after selling five times as many in 2 years, it took the turbo technology developed for the 917/30 and applied it to the Carrera RS flat 6-cylinder air-cooled engine. This example, “The Gray Ghost,” is powered by a 3.3-liter engine equipped with an air-to-air intercooler and positraction. It retired from racing in 2002 and has participated in numerous Concours. With 153,000 miles, it is a 3-time PCA National Concours and 4-time PCA Zone 8 champion and has garnered over 90 1st in Class or Best of Show awards in PCA and CCCA Concours events.



### 2<sup>nd</sup> – in – Class

#### 1966 Porsche 912

#### Ken & Cindy Brown

### 3<sup>rd</sup> – in – Class

#### 1996 Porsche 993 Carrera

#### Andy Chan

## Class PV – Preservation through 1975

### 1<sup>st</sup> – in – Class

#### 1960 Buick LeSabre William Peachee

The name "LeSabre" was inspired by a concept car of that name showcased by GM in 1951, notable for its futuristic shape, sleek design, jet-inspired features and advanced technology for its time. Associated with the swashbuckling cavalry sword, LeSabre evokes the qualities of speed, power and elegance. For 1960, Buick's designers penned a long, low, and sleek design with a large V-shaped grille. Inside, the LeSabre has a spacious and quiet cabin, perfect for road trips. This example, powered by a V8 engine and equipped with a twin-turbine Dynaflo transmission, power steering and power brakes, was first sold in Orange County NY. The original owner drove it to southern CA and many years later bequeathed it to his grandson. The current, third owner acquired it in 2009. The car has received multiple Awards of Merit at Ironstone, along with two 2nd-in-Class awards in Preservation categories at the Marin Sonoma Concours, and the Concours at Serrano.



### 2<sup>nd</sup> – in – Class

1972 BMW 2002 tii  
Delia Wolfe

### 3<sup>rd</sup> – in – Class

1965 BMW 1800  
Jim Huff



## Class RB – Rolls-Royce and Bentley - Prewar

### 1<sup>st</sup> – in – Class

#### 1931 Bentley Blower Scott & Joanie Kriens

The 'Blower Bentley' debuted in 1929, the private development of 'Bentley Boy' Sir Henry Birkin designed to gain performance from the proven 4½ Litre so as to remain competitive on European racetracks. Controversial in its concept, outrageous in performance and possessing rugged good looks, this was the supercar of its day. Production versions were fitted with a Roots-type Mark IV Amherst Villiers Supercharger to boost horsepower. This example, MS3927, one of 50 cars built, retains the original body, engine and blower, (one of perhaps 10 extant in the world). With coachwork by Vanden Plas, it is as-delivered in 1931. The car participated in several Mille Miglia races in the 2000s and is one of only 3 with elongated fenders, lower running boards and doors. It underwent a six-year restoration, completed in 2022. It was awarded 1st-in-Class at the Pebble Beach Concours (2022).



### 2<sup>nd</sup> – in – Class

1929 Rolls-Royce 20 HP  
John B. Carey

### 3<sup>rd</sup> – in – Class

1933 Rolls-Royce 20/25  
Matt Porta

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

### 1<sup>st</sup> – in – Class

#### 1964 Rolls-Royce Silver Cloud III Rick Scarano

The JP Blatchley-designed Silver Cloud was Rolls-Royce's core model from 1955 to 1966. Its pressed-steel body is streamlined, elegant and perfectly balanced, and this look made it an instant success. The Silver Cloud III was the final incarnation of Rolls-Royce's Silver Cloud model, updated with the then fashionable four headlight arrangement and the V8 engine introduced in the Silver Cloud II. Popular with the landed gentry, business figures and those from the world of show business, the Cloud – in all its incarnations – never fell out of favor. It is powered by a 220 hp, 6.2-liter V8 engine. Styling for this version updated with four headlights, a lower hood and radiator shell and smaller bumpers. The interior was less traditional with a new padded rail above the dash, separate front seats instead of a single bench and more leg room front and back. The current owner acquired it in 1978 and had it restored in 1989. It was awarded 1st-in-Class at Hillsborough (2013).



### 2<sup>nd</sup> – in – Class

#### 1964 Rolls-Royce Silver Cloud III Flying Spur J. Bruce Campbell

### 3<sup>rd</sup> – in – Class

#### 1991 Rolls-Royce Silver Spur II Austin Kilburn

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

### 1<sup>st</sup> – in – Class

**1972 BMW 3.0CS**

**Karra L. Canum**

BMW's rising fortunes in the 1960s enabled it to turn its attention to regaining its position in luxury automobiles. Designed by Wilhelm Hofmeister, the 3.0CS is considered to be one of the most beautiful BMWs ever made. Its sleek, low-slung body has a shark nose, long hood, short rear deck and a "Hofmeister kink" at the base of the C-pillar. In production from 1971-75, the car is powered by an M30 178 hp, 3.0 liter in-line 6-cylinder engine with a top speed of 130 mph, equipped with a 4-speed manual transmission. This example was originally purchased by a Chicago physician who moved to Atherton CA. The current owner, while selling BMWs as a summer job during college, acquired it in 1981 after he traded it in. It is the first in her extensive BMW collection. This car has been verified by BMW Group Classic as an authentic and unmodified example, retaining its original engine and drivetrain and presented in its original colors.



### 2<sup>nd</sup> – in – Class

**1972 BMW 2002 tii**

**Chris Smith**

### 3<sup>rd</sup> – in – Class

**1982 Mercedes-Benz 380 SEL**

**Wilson Loke**

## Class V – Vintage Racecars

### 1<sup>st</sup> – in – Class

#### 1955 O.S.C.A. Sports Racing Special Phil White

Even in Italian, Officine Specializzate Costruzioni Automobili Fratelli Maserati is a mouthful (fortunately abbreviated as OSCA) but it was necessary since the Maserati brothers had lost the right to use their name. OSCAs performed magnificently in international sports car racing throughout the 1950s. In the 1954 Sebring 12-hours, OSCAs finished 1st, 4th and 5th against works teams in the 1.5 Liter class. This example was reconstructed in 1955 by owner Count Brandolini d'Adda from a 1949 Gilco chassis using aluminum coachwork by Milan's Fratelli Palazzi. After several more Italian owners the car was sold to a Texan oil heir, who competed the car in Italy unsuccessfully. He sold the car in 2007 to a New York owner who then commissioned the completion of the car. It is powered by a 1.5 liter inline 4-cylinder engine equipped with twin Weber DCOE 40 carburetors, side exhaust, hydraulic drum brakes, Dubonnet front suspension and Borrani wire wheels.



### 2<sup>nd</sup> – in – Class

#### 1968 Chevrolet Corvette Bob Matkovich

### 3<sup>rd</sup> – in – Class

#### No Award