



2019 Class Awards

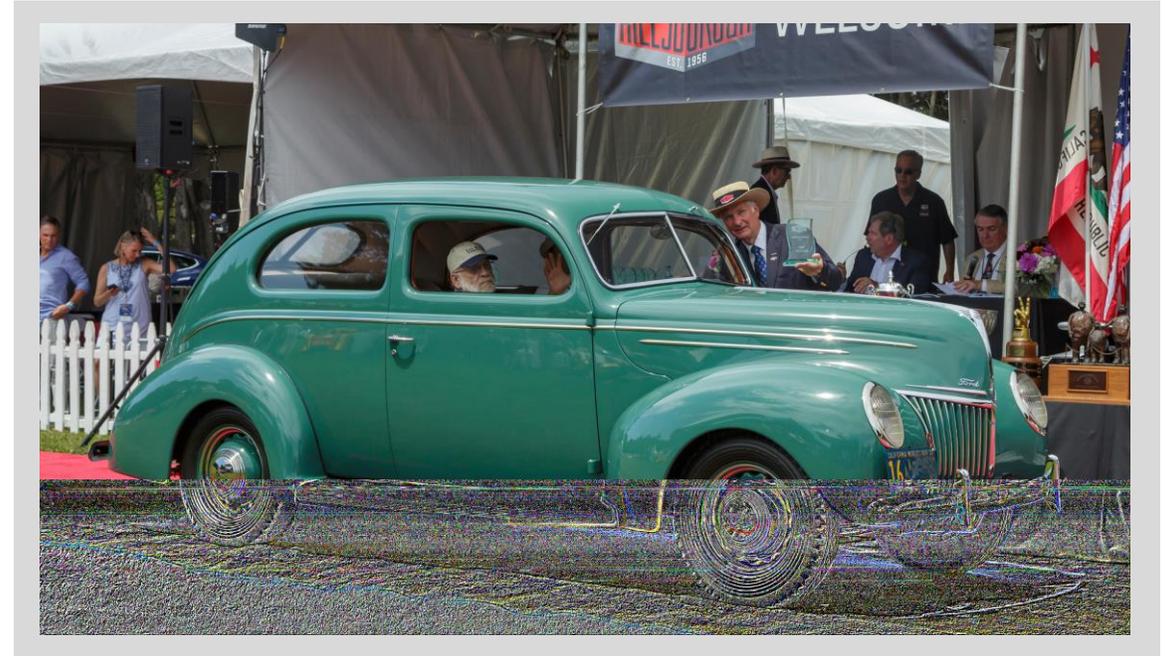
For 64 consecutive years, The Hillsborough Concours d'Elegance has built and maintained a proud tradition of honoring and celebrating excellence in automotive design and engineering. The dedication of the Concours leadership and volunteers, pride of its entrants, and devotion of its attendees has earned 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

1939 Ford Deluxe 2-Door Sedan Tom Meakin

The Deluxe borrowed styling cues from the Lincoln Zephyr, offering a luxury image in an economical yet modern car. 1939 Fords are regarded as one of the best looking Fords ever built. It also was a breakthrough year as Ford finally fitted its cars with hydraulic brakes. (Henry Ford had resisted using “juice brakes” for years.) The sleek frontal styling of the ‘39s, incorporating a low pointed grille with heavier vertical slats, was new, but the rest of the body carried over from the 1938 model. A new downdraft carburetor enhanced low-end torque but power remained 85 hp. This example is equipped with dual sun visors, model specific front fenders, hood and grille as well as a hand-wound 30-hour clock. The current owner acquired it in 2007 and a full, frame-off restoration to Ford V8 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), Ironstone (2013) and Ford Club V-8 Dearborn Awards (2014, 2015 and 2016).



2nd – in – Class

1934 Ford Deluxe Phaeton Frank Weiler

3rd – in – Class

1929 Ford Model A Brooke Dunbar

Class A2 – American Post-War 1947-1987

1st – in – Class

1952 GMC PM152-22

Gary Guadagnolo

This GMC three-quarter ton long bed is all original. The truck was purchased new by the current, second owner's uncle and used for the family business, Alpine Lumber of Stockton, as a delivery truck. Alpine Lumber was in business for over 66 years. After it closed, the current owner undertook a complete restoration. This example was awarded 1st in Class at Ironstone, Niello and Danville Concours and the Sacramento Autorama.



2nd – in – Class

1964 Ford Galaxie 500

Hal Meggison

3rd – in – Class

1949 DeSoto Custom

James Douglas & Sondra Geller

Class AM – American Muscle Cars 1964 - 1973

1st – in – Class

1968 Shelby GT500 KR Ben Wagoner

Ford added the GT500 KR (King of the Road) to its lineup for the 1967 model year only, powered by a 428 ci “Cobra Jet” V8 rated conservatively at 335 hp. Production of the model was moved from Shelby American to AO Smith (builder of Corvettes) in Michigan, which was closer to Ford headquarters. This example is equipped with factory power disc brakes, power steering, AM push-button radio and the rare combination of a 4-Speed transmission with air conditioning. This example has received hi-point Gold Awards at SAAC, Mid-America and MCA National shows (Triple Crown).



2nd – in – Class

1973 Chevrolet Camaro RS Z28
Kenneth Siegler

3rd – in – Class

1968 Pontiac GTO
Josiah Coy

Class ASC – American Sports Cars through 1987

1st – in – Class

1966 Shelby GT350 Michael Querio

The 1965-1966 GT350s were small, light and powered by the Ford K-Code 289 ci V8. Although based on the Mustang, the engine develops 306 hp through the use of a high-riser manifold and a 4-barrel Holly carburetor. The cars were delivered from Ford's San Jose assembly plant to Carroll Shelby's Hi-Performance Motors of El Segundo in white body form for completion. The first 252 1966 Shelby GT350s were built from 1965 Mustangs. This is an example of one of those "carry-over" cars. This example (chassis 242) was originally sold through Broadway Motors in Kansas City MO to a Dr. Tobin who subsequently drove it to the San Francisco Bay Area when he was transferred by the Navy. Scott Moran of Martinez CA then purchased it and the current owner's late wife, Linda, acquired it in 1974 for \$2,000. Used as her daily driver and occasional autocross competition. The car was stored from 1980-2001 when a full restoration was undertaken. The car has earned numerous awards including 1st-in-Class at Hillsborough (2003, 2007); 1st-in-Class Carmel Concours on the Avenue (2007); 1st-in-Class Palo Alto (2004, 2006); and Gold Award Shelby American Automobile Club National (2010, 2018).



2nd – in – Class

1963 Chevrolet Corvette Michael Moreland

3rd – in – Class

1961 Chevrolet Corvette Roger Schmidt

Class BIKE – Vintage Motorcycles

1st – in – Class

1970 Jawa Model 652 250

Chris Carter

Jawa, a Czech Republic manufacturer of motorcycles and mopeds, was founded in 1929 when František Janecěk acquired the motorcycle business of Wanderer, a German manufacturer. The marque is a contraction of those two names. This model is powered by a 250 cc single-cylinder two-stroke engine made in Czechoslovakia. It was dubbed “Banana Frame” because of the large curved spars that make up the main frame. This example is one of 25 of the 250 cc machines built in 1970. It was awarded the 2019 AMA Motorcycle Hall of Fame Heritage Award, presented at the Quail Motorcycle Gathering.



2nd – in – Class

1922 Douglas B22

William Wheeler

3rd – in – Class

1951 Moto Guzzi Falcone Sport 500cc

Chris Carter

Class CC – CCCA Approved Classics - Closed

1st – in – Class

1933 Chrysler Imperial LeBaron 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 and other cars in the premium car field. Imperials wore coachwork by LeBaron, designed by Alan Leamy of Cord renown. This car features a 125 hp, 384 ci inline 8-cylinder engine with nine main bearings and equipped with advanced 4-wheel hydraulic brakes and, uniquely, a leather top with landau side bars. This example was restored in 2016-17 and was awarded 1st in Class at Pebble Beach (2017).



2nd – in – Class

1941 Cadillac Series 60 John MacPherson

Class CO – CCCA Approved Classics - Open

1st – in – Class

1940 BMW 335 Cabriolet Karra Canum

The Versailles Treaty prevented Bayerische Motoren Werke from building aircraft engines, its original business, so in the 1920s it began making motorcycles and then cars. By the end of the 1930s it began to challenge Daimler Benz in the high-end market. The 335, designed by Fritz Fiedler, is the most powerful and luxurious BMW of the pre-war period. Production began shortly before WWII and continued into 1940. With the advent of war, owners were required to find their own tires. The car is powered by a 90 hp, 3485 cc overhead valve inline 6-cylinder engine equipped with BMW's first fully synchromesh 4-speed manual transmission. Coachbuilder Karosseriebau Autenrieth made six 2-door cabriolet bodies for the 335 of which only 3 are known to survive. This example (100319), with its original chassis and body, was brought to the US in 1947 by an Army captain and went through numerous owners. The car was meticulously restored in Germany from 2010-13 and is a multiple Concours award winner, including a class win at Pebble Beach (2016). The current owner, an avid BMW collector, was finally able to acquire it in 2018.



2nd – in – Class

1931 Chrysler CG Imperial Aaron Weiss

3rd – in – Class

1937 Delahaye 135M Robert Cory

Class FE1 – Ferrari Class 1 (12 Cylinders) through 2006

1st – in – Class

2000 Ferrari 550 Maranello Robert Rudden

“As with all great cars, there’s no one facet that dominates the experience...the engine is mighty, but the chassis is its equal.” The name Maranello honors the town in which Ferrari is headquartered. The 550 Maranello, in production from 1996-2001, reprised the company’s legendary 2-seat front-engine V12 grand tourers. It is powered by a naturally aspirated dual overhead camshaft 485 hp, 5474 cc 48-valve fuel-injected V12 engine equipped with a 6-speed transaxle gearbox located in the rear, in line with the driven wheels. The 550 featured a luxurious and roomy interior, with a tall and wide trunk that could fit a set of overnight bags. It can do 0-60 in 4.2 seconds and has a top speed of 199 mph. The current owner acquired it in 2013 and was featured in “My Ride” in the San Francisco Chronicle in 2015. At the Concorso Italiano the car has been awarded a Platinum (2017) and Silver (2016); 3rd in Class at Alameda Point; 3rd in Class at Danville.



2nd – in – Class

1992 Ferrari 512TR Philip Verderame

3rd – in – Class

1959 Ferrari 250GT Long Wheelbase California Spyder Timothy Koogle

Class FE2 – Ferrari Class 2 (6/8 Cylinders) through 2006

1st – in – Class

2006 Ferrari F430 Spider Bruce Bern

The F430 was introduced at the Mondial de l'Auto in Paris in 2004. The following year the spider variant was unveiled in Geneva. The F430 marked the end of a fifty-year evolution of the Dino V6 and V8 engine architecture, heavily influenced by Ferrari's F1 program that delivered an increasing amount of power in a compact package. The F430 features a 490 hp, 4.3-liter 90° V8. Only several hundred F430S with a true manual transmission like this example were produced. Beginning in the 1950s almost all Ferrari automobiles with a transaxle feature a chromed or polished metal shift gate, which is beautiful to behold and even more beautiful to use. In 2010, the last five California models were completed with a manual transmission, after which this option disappeared from the Ferrari catalog. This example exhibits the striking Geneva show car color combination of Titania/Bordeaux, an entirely appropriate choice for Italian vehicles and only garish on others. For us, Ferrari is about passionate involvement in the driving experience. Few automotive experiences are more satisfying than a perfectly executed heel-and-toe downshift: this car indulges us in the pursuit of a mythical perfection.



2nd – in – Class

1973 Ferrari Dino 246GTS Mark Lambert

3rd – in – Class

1997 Ferrari F355 GTS Kevin Enderby

Class I – Imported Sports Cars through 1964

1st – in – Class

1953 Fiat 8V Supersonic Marc Behaegel

In 1948, Fiat began work on a new V6 for a newly planned American-style touring sedan. The sedan never materialized but the engine morphed into an exceptional light alloy overhead valve V8 designed to power a luxury grand touring sports car. Displacing just 1996 cc and producing 110 hp the Tipo 104 motor features an unusual 70° architecture and incorporates racing components such as a finned aluminum sump, forged crankshaft, polished intakes and ports and tubular stainless steel exhaust manifolds. Thinking Ford had trademarked “V8,” Fiat dubbed it the “Otto Vu” (8V). To maintain quality control, chassis fabrication was done by Siata, Fiat’s in-house competition and customization department. Completed chassis were sent to a variety of Carrozzerie for bespoke bodies. This example is one of just 15 Supersonics by Carrozzerie Ghia. The first owner was Lou J. Fageol, whose “Fageol Style” incorporated blade bumpers. In its current form, this Ghia Supersonic was awarded 1st-in-Class at Pebble Beach in 1955. The current owner acquired it in 2015 after the completion of an exhaustive 8-year restoration.



2nd – in – Class

1954 Siata 208 CS Berlinetta
Raffi Najjarian

3rd – in – Class

1955 Jaguar XK 140 FHC/SE
Geoffrey Horton

Class 12 – Imported Sports Cars - 1965-1987

1st – in – Class

1967 Fiat Dino Gerald Mugle

“Dino” refers to Enzo Ferrari’s son, who succumbed to muscular dystrophy. He is credited with inspiring the design of the V6 engine, which ultimately was executed by Vittorio Jano. Ferrari wanted to use the engine in Formula 2 racing. This required 500 production vehicles for homologation and so the Fiat Dino was born. Some 1,650 were built from 1966 - 69. It is powered by a 162 hp, 1987cc dual overhead camshaft V6 engine equipped with 3 Weber carburetors and a 5-speed manual transmission. The road-going adaptation of the racing engine was done by Fiat's Aurelio Lampredi. This example was originally sold in Switzerland. The current owner acquired it from a Hollywood notable in February 2013. A full, six-year restoration began shortly after.



2nd – in – Class

1966 Lamborghini 400 GT 2+2 Coupe
William Bloomer

3rd – in – Class

1974 Triumph TR6
Mike Riordan

Class K1 – Porsche 356

1st – in – Class

1955 Porsche 356 Cabriolet Pamela & Robert Francis

The earliest Porsche 356s are the purest definitions of Ferry Porsche's vision of building a sports car, with a low curb weight and ample power. There are four distinct series, each with variations. In the original ("pre-A") versions, those built from 1953-55 are readily identified by their bent (center-creased) windscreens and cars delivered from late 1954 into early 1955 have an unusually blunt hood handle. The car is powered by a 55 hp, 1488 cc OHV air-cooled horizontally opposed 4-cylinder engine equipped with two Solex 32PBI carburetors and a 4-speed manual transmission. It is equipped with its original Telefunken radio and right-angle Hirschmann antenna as well as its toolkit. This numbers-matching example was originally delivered in Nuremberg, Germany to a US Serviceman, Captain Derry P Hernandez, who brought it back to the Salinas Valley and later sold it to a man in Napa. After encountering some engine issue, the car was stored for some 40 years. It recently underwent a two-year bare metal restoration. Today it is being shown for the first time.



2nd – in – Class

1957 Porsche 356 Speedster Delman Sessions

3rd – in – Class

1959 Porsche Convertible D Wolfgang Kaiser

Class K3 – Porsche Air Cooled 911/912/930/959

1st – in – Class

1986 Porsche 911 Turbo Joseph DeMeo

The Porsche 930 debuted at the 1974 Paris Salon and was in production from 1975-1989. 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 CAN-3.0L and applied it to the Carrera RS flat 6-cylinder air-cooled engine. Almost immediately, it became the meanest car on the street but with creature comforts. This example, “The Gray Ghost,” is powered by a 3.3 liter engine equipped with an air-to-air intercooler. It retired from the road in 2002 and has participated in numerous Concours. It is a three-time PCA National Concours champion and has garnered over 100 1st in Class or Best of Show awards in both PCA and CCCA Concours events.



2nd – in – Class

1967 Porsche 911S Targa Joseph Salvo

3rd – in – Class

1989 Porsche 930 Turbo Carrera Cabriolet Edward Gervasoni

Class K4 – Recent Porsche Classics through 2009

1st – in – Class

1981 Porsche 928

Mark Woudsma

Designed in-house by Anatole Lapine and under the direction of Wolfgang Mobius, the all-new 2+2 coupe featured a front mounted and water-cooled V8 engine with a luxurious, spacious and comfortable interior. Through extensive use of aluminum, a transaxle drive train layout and a revolutionary rear-suspension, Porsche created a very stable, fast and competent GT sports car. While the 928 did not become the successor for the 911 as it was intended to be, it still became Porsche's flagship model for 17 years from 1978-95. Today, after years of being misunderstood and underappreciated, the 928 has been earning respect in the collector car world as one of the most timeless, and important models the marque has ever produced. This 928 is presented in Grand Prix Weiss with black leather interior and has a 5-speed manual transmission. It was built on March 30, 1981, and first sold in Sioux City, Iowa, in June 1981.



2nd – in – Class

2002 Porsche 911 Cabriolet

Gary Lieber

3rd – in – Class

2003 Porsche 911 Carrera 4S

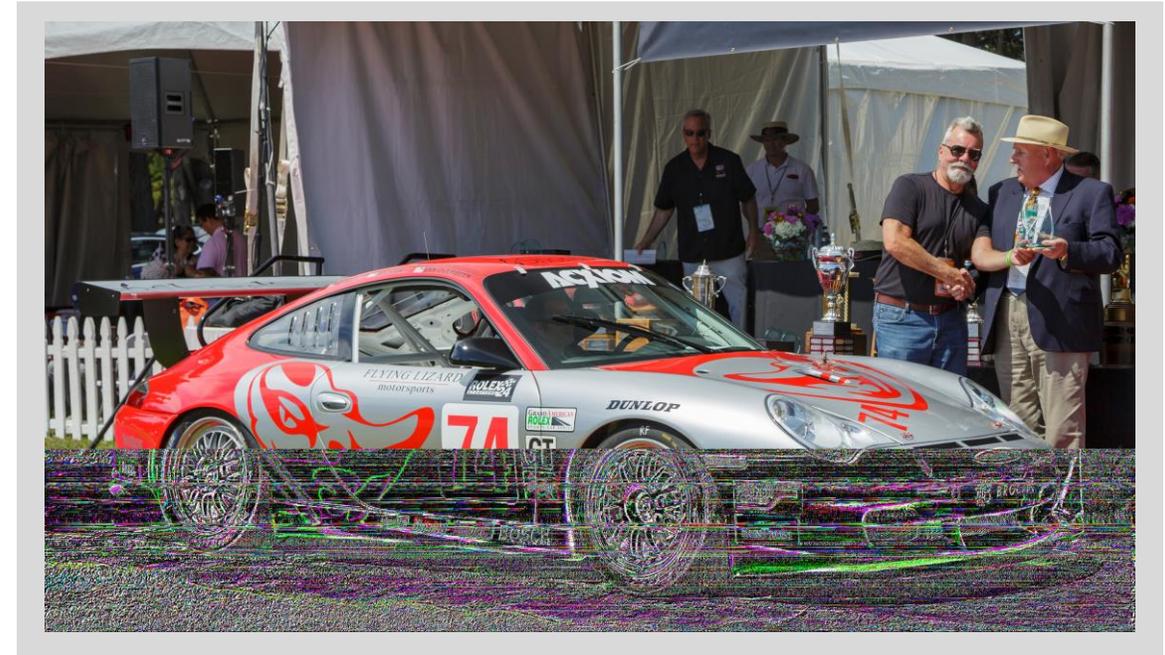
Matthew Howard

Class KR – Porsche Racing

1st – in – Class

2004 Porsche GT3 Cup RS Richard Diehl

Porsche is one of the few car companies that sell turn-key race cars, and the company offers 911-based racers that are eligible for various race series. (The RS stands for Rennsport – German for racing.) This highly modified narrowbody 996 chassis was prepared for the 2004 Rolex 24 at Daytona. Modifications include the RS engine and a chassis tubbed like a drag car to accept its larger tires while maintaining its narrow body configuration. The car is powered by a 430 hp, 3.6 liter water-cooled flat-6 engine equipped with a 6-speed manual transmission. For racing, it has adjustable springs, anti-roll bars and Brembo brakes. This is the first Flying Lizard Porsche. Driven by Johannes van Overbeek, it qualified for the pole at over 190 mph. This example was purchased by its current owner in 2014 and underwent a 3-year restoration. The car campaigned at Rennsport in 2018 driven by Johannes.



2nd – in – Class

1974 Porsche IROC RSR Van Zannis

3rd – in – Class

1951 Porsche 356 Phil White

Class PV – Preservation through 1975

1st – in – Class

1967 Jaguar XKE Series 1 Coupe Brandon Lawrence

Manufactured between 1961 and 1975, the E-Type (UK parlance) or XKE (US) has a combination of stunning good looks (Enzo Ferrari called it “the most beautiful car ever made”), high performance, and competitive pricing. Series 1 versions (1961-1968) are identified by their glass-covered headlights. Later versions are powered by a 4235 cc inline-6 XK engine equipped with triple SU HD8 carburetors and a 4-speed manual all-synchromesh transmission. Compared to the earlier 3.8-liter models it has more comfortable seats and an improved electrical system. New, it could do 0-60 in 6.8 seconds and had a top speed of 152 mph. This example is a one-owner car. It was delivered to a Naval Air engineer in Southern California in 1967. It still has all the original handbooks, tools, and window sticker. The car was stored for over 40 years until carefully recommissioned in 2018 (with 14,000 original miles) to maintain the car’s original integrity.



2nd – in – Class

1972 Ferrari Dino Larry & Jane Solomon

3rd – in – Class

1964 Ford Galaxie 500XL Convertible James Barron

Class Q – Exotics through 1987

1st – in – Class

1981 DeLorean DMC-12

Colin Bennett

Conceived by former GM executive John DeLorean in the late 1970's as the first "ethical sports car," the DMC-12 flew in the face of planned obsolescence. It featured long-lasting brushed stainless steel body panels, a timeless, low-slung, gullwing-door body styled by Giorgetto Giugiaro and a chassis designed by Lotus. A modified version became iconic for its appearance in Back to the Future. It is powered by a Peugeot-Renault-Volvo fuel-injected 2.8 liter single overhead valve V6 engine. The first prototype appeared in March 1976, and production officially began in 1981 at the DMC factory in Northern Ireland. During production, several features evolved, including the hood, wheels and interior. Approximately 9,000 DMC-12s were made before production stopped in late 1982. Today, about 6,500 are believed to exist. This unrestored example has 39,000 miles. The first owner stored it in a climate-controlled garage, the second purchased it in 1997 and the current, third owner acquired it in 2016.



2nd – in – Class

1973 Maserati Bora

Emile Dell'Aquila

3rd – in – Class

1986 Lotus Turbo Esprit

Emile Dell'Aquila

Class RB – Rolls-Royce and Bentley - Prewar

1st – in – Class

1928 Bentley 4½ Litre Bruce & Christie Campbell

To achieve success at the 24 Hours of Le Mans (the most important international race of the era) Walter Owen Bentley convened a group of wealthy British men “united by their love of insouciance, elegant tailoring, and a need for speed.” These “Bentley Boys” achieved four consecutive wins at Le Mans, forging the marque’s reputation. After an excruciating victory at the 1927 Le Mans, Bentley realized that his 3-Litre was just not fast enough, so “WO” set about producing a larger displacement engine with a larger bore and stroke bringing the capacity to 4398 cubic centimeters, a nearly 50 percent increase. A total of 720 4½ Litre cars were produced from 1927-31. This example (chassis XR-3337), with a Le Mans tourer body by Vanden Plas, was originally delivered to a C J L Langlands (later a Tory MP) in 1928.



2nd – in – Class

1934 Bentley 3 ½ Litre Neal Kirkham

3rd – in – Class

1929 Rolls-Royce 20 HP John Carey

Class RB2 – Rolls-Royce and Bentley Post-War

1st – in – Class

1991 Bentley Turbo R Steve Marchegiani

Produced in an era when automakers couldn't care less about saving the environment, the Turbo R was an outgrowth of the legendary Mulsanne. It offered more high-performance flair courtesy of a turbocharged 308 hp 6750 cc V8 engine and a retuned suspension to improve handling. (The R stands for "road holding" to emphasize Bentley's return to building more sporting chassis.) The car is nimble even considering its size and weight. Even with a 3-speed automatic transmission, new it could do 0-60 in 6.8 seconds and had a top speed of 170 mph. Just 7,230 were built. This example is equipped with a bar and a Ladies' Vanity Kit.



2nd – in – Class

1968 Rolls-Royce Silver Shadow
Michael Hughes

3rd – in – Class

1982 Rolls-Royce Corniche
Christopher Coyle

Class TC – Imported Passenger and Touring Cars through 1964

1st – in – Class

1951 Alfa Romeo 1900C Sprint Larry & Jane Solomon

The 1900, in production from 1950-59 marked a turning point for Alfa Romeo. It was its first car built entirely on a production line without a separate chassis. Yet Iginio Alessio, general manager of Alfa, was concerned that unibody manufacturing would put carrozzerie out of business, so he made separate chassis available. This numbers-matching example, the third 1900 manufactured, features pre-production styling elements and a custom body by Carrozzeria Touring Superleggera. It was presented by Alfa to the legendary Formula 1 driver Juan Fangio for winning the World Driving Competition for Alfa. Fangio sold it shortly after to an acquaintance in Italy. The car made it to the US in 1988 by way of Argentina. The car underwent a three-year restoration completed in 2007. It won "Best of Show" at the USA Alfa Nationals (1991); 1st in Class at Pebble Beach (2007); Bella Italia Best of Show and Judges Choice (2008); 1st in Class Dana Point Concours (2010); Spirit of Automotive Excellence (2013). The current owner acquired it in 2018.



2nd – in – Class

1949 Alfa Romeo 6C 2500 Super Sport Joe Hurwich

3rd – in – Class

1960 Mercedes-Benz 220SE Cabriolet Bob Buckter

Class TC2 – Imported Passenger and Touring Cars 1965 - 1987

1st – in – Class

1967 BMW 1600

Lisa Mahalak

When first introduced in the early 1960s, the “Neue Klasse” sport sedans transformed a near-bankrupt BMW’s fortunes almost overnight. The BMW 1600 is the progenitor of the BMW 2002. The monocoque body has a clean, thoroughly timeless modern look. The tall, upright greenhouse and frameless windows provided excellent visibility and a cabin suitable for four passengers. It is powered by an 85 hp, 1573 cc overhead camshaft inline 4-cylinder engine equipped with a 4-speed transmission and fitted with a generator and 6-volt electrical system. This example is one of only four in the world with matching numbers. It is a European delivery from Germany that features an unmolested 2-tone interior, chrome under-dash trim, original steering wheel and chrome window and seat levers. “Derby” was also featured on Jay Leno’s Garage in 2017 and appeared in BMW Classic Magazine 2018 and BMW Roundel Magazine 2018. It was awarded 1st Place, Monterey Legends of the Autobahn (2018) Best Choice Award at the Pacific Grove “Little Car Show” (2018) and 2nd Place Carmel Concours on the Avenue (2018).



2nd – in – Class

1971 Mercedes-Benz 280SE 3.5 Cabriolet

Bob Buckter

3rd – in – Class

1967 Alfa Romeo GTV

Richard Ruth

Class V – Vintage Racecars

1st – in – Class

1970 TRC Ti 22 MkII

Robert Lee

Peter Bryant a Cockney racing mechanic with F1, Indy and Can-Am experience built two “Titanium” Can-Am cars the Ti 22 MkI and MkII (so named because they used titanium instead of steel for the bulkheads, suspension and subframe). These cars challenged McLaren domination in Can-Am with stiff lightweight construction and innovative aerodynamics. The Autocoast Ti 22 MkI was built in 1969 and showed great promise. But in 1970, the Ti 22 MkI crashed at St. Jovite and Autocoast ended its involvement. Peter formed TRC to build the 1970 TRC Ti 22 MkII in which Jackie Oliver finished second in its first two outings at Laguna Seca and Riverside, along the way setting the fastest race laps. The original MkII was destroyed in 1973. Bob Lee obtained the rights to the MkII from the last owner and with his team recreated an exact copy of the car from original drawings and photos.



2nd – in – Class

1952 O.S.C.A. MT-4 LM

Phil White

3rd – in – Class

1956 Lotus 11 Le Mans

Captain Marco Sange

Class W – Arcane and Rare through 1987

1st – in – Class

1959 Porsche 408 Tractor The Weiss Family Antique Tractor Collection

Porsche tractors weren't actually built by Porsche itself. In the immediate post-war period only German companies that built tractors before and during WWII were allowed to build tractors afterwards, so Porsche had to license its design. In 1956 Mannesmann AG bought the license for the Porsche diesel engine design and the Allgaier tractor design. The company rebuilt the former Zeppelin factory in Friedrichshafen, making it a state-of-the-art manufacturing facility. This example is number 75 of 200 built and one of twelve known to exist. It spent its entire working life from 1959 to 2016 plowing and tilling the Leigh Frankenfield Bean Farm in Milo, Maine. The current owner acquired it in 2017 and restored it to original in 2017/2018. It competed in the first Rennsport Tractor race at Laguna Seca in 2018 piloted by famed driver Derek Bell's grandson, Oliver Bell.



2nd – in – Class

1958 Porsche 108S Vineyard The Weiss Family Antique Tractor Collection

3rd – in – Class

1967 NSU Prinz 1000 TT Gary McDaniel