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D'ELEGANCE



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Content



Culture



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Program artwork by
Garth Glazier

Andi Hedrick/Xander Cesari

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WELCOME TO DETROIT



On behalf of everyone at Hagerty, it is my pleasure to welcome you to the 2023 Detroit Concoeurs.

If you are new to this wonderful Motown tradition, you may wonder what the word “concoeurs” means. Concoeurs is simply a French word for a judged competition where prizes are awarded to vintage vehicles in various classes based on their condition. You don’t have to know French to enjoy them. You just have to love cars.

This year, our two-day celebration kicks off Friday with our signature “Cars & Community” event, which is fun for the whole family. It features the cars of metro Detroit enthusiasts, our popular Future Drivers Club youth activities, and a selection of cars from last weekend’s perennial fan-favorite: RADwood Detroit, which showcases the automobiles and lifestyles of the ’80s and ’90s.

Saturday is the concours competition, featuring the best of the best: the automobile in its elevated form. We have 20 classes this year, including ’57 Heaven, Mopar Magic, Ferraris from the ’60s and ’70s, the 75th Anniversary of Porsche, 120 Years of Harley-Davidson, 120 Years of Buick, and the Concours of America All-Stars, which will include Best in Class vehicles from 1979–2021. If you appreciate car design and history, strolling the grounds of the DIA on concours Saturday promises to be an unforgettable experience.

This year, we are especially proud to celebrate the men and women of the local automobile industry as our event “honorees.” Detroit is the city that put the world on wheels, and it was the people of the auto industry—the line workers, designers, engineers and many, many others—who drove its growth and innovation. Throughout the event, you’ll see their personal cars, photos, and stories.

As always, we are grateful for the support and dedication of our volunteers, staff, exhibitors, and sponsors, without whom this event would not be possible.

We are honored to have you join us in this annual celebration of cars.

I’ll see you on the show field!

McKeel Hagerty
Chairman



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The Detroit Concoeurs is a celebration of the city and the automotive culture that defines it, so it makes perfect sense to have Powered by Detroit honor the people who put the world on wheels by highlighting their vehicles and stories. This year's event will also feature Ed Welburn, a 44-year veteran of General Motors' design team, as Chief Judge.

Hagerty invited automotive industry employees to participate in Powered by Detroit by submitting photos of themselves with their collectible automobiles. The photos will form custom artwork and will be unveiled at the show.

A special class, consisting of manufacturer-owned heritage vehicles, will be shown on Saturday, September 23 at the Detroit Concoeurs d'Elegance. Additionally, all Detroit Three employees and retirees will receive discounted event tickets.

"America's automotive industry was powered by the people of Detroit. We thought it was time to highlight their collective contributions," said Matt Orendac, Hagerty's Vice Chairman, Concoeurs Group. "This year we've scaled up a traditional honoree program with Powered by Detroit as our way of recognizing this collective passion and contribution."

Friday's Cars & Community event will provide fun for all. The day will feature Motor City Car Club Displays, a collection of show vehicles curated from the Midwest, the Future Drivers Club for kids of all ages, a RADwood-era showcase and more. Tickets for Friday's event can be purchased [here](#). Children 15 and under will be admitted for free.

Saturday's Concoeurs d'Elegance will host 150 historically significant vehicles. Featured classes including '57 Heaven, Mopar Magic, and Ferraris from the '60s. An awards ceremony and free Hagerty Ride & Drives will be available to public ticketholders all day. Tickets for Saturday's event can be purchased [here](#). Children 15 and under will be admitted for free. Early Entry and Club Detroit ticketholders may enter at 9 a.m.

Ed Welburn will serve as the Detroit Concoeurs d'Elegance's Chief Judge. With decades of experience designing cars and leading teams at the highest level, Welburn's keen eye for detail will elevate standards for judging at the Detroit Concoeurs to match other world class Concoeurs events.

For more information on this year's event or to purchase tickets, visit DetroitConcoeurs.com.



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2023 SCHEDULE OF EVENTS



Friday 22 September

Detroit Institute of Arts – 5200 Woodward Avenue - Detroit

Cars & Community

4:00 p.m. – 8:00 p.m.

Join us for a festival of car fun, built for the entire family. Don't miss the spectacular array of collector vehicles on display, just off iconic Woodward Avenue.

- Curated car clubs from around southeast Michigan
- RADwood showcase, featuring totally awesome vehicles of the '80s and '90s
- Live entertainment: DJ Jinx + Storm the Masses + WCSX Street Team
- Future Drivers Club, with free automotive activities designed just for kids
- Free Hagerty Ride & Drives, open to the public

Welcome Party – Invitation Only

5:00 p.m. – 8:00 p.m.

Celebrate the 2nd annual Detroit Concours with fellow enthusiasts, collectors, and dignitaries, with cocktails, cuisine, and conversation.

Saturday 23 September

Detroit Institute of Arts – 5200 Woodward Avenue - Detroit

Detroit Concours d'Elegance

10:00 a.m. – 4:00 p.m.

Celebrate car culture in the heart of the Motor City. Plus, enjoy iconic Detroit food vendors, art, and entertainment — all in the city that put the world on wheels.

- 150 historically significant vehicles vying for various awards and accolades
- 20 car classes, featuring Designs of Gordon Buehrig, Automotive Innovations, and Anniversary Celebrations of McLaren and Lamborghini
- Afternoon Awards Ceremony
- Future Drivers Club, with free automotive activities designed just for kids
- Free Hagerty Ride & Drives, open to the public
- Detroit Concours merchandise sold at The Shop
- Digital program, available for free

Detroit Afterglow – Invite Only

Cambria Hotel – Ceilo Rooftop Bar – 600 West Lafayette Boulevard – Detroit

6:00 p.m. – 8:00 p.m.

Join us for cocktails and cuisine to congratulate the 2023 Detroit Concours Award Winners



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Specialty Awards

Media Award

Powered by Detroit

The Best Sounding Car Presented by Ernie Boch

Rolling Sculpture Award

General Motors Design Excellence Award

Ford Design Excellence Award

Chrysler / Stellantis Design Excellence Award

Margie and Robert E. Petersen Perfection Award

Timeless Beauty Award

Engineering Excellence

Brembo Award

Hagerty Drivers Foundation / National Automotive Heritage Award

People's Choice

Honorary Chief Judge's Award

Chief Judges Award

Chairman's Award

Class Awards

Designs of Gordon Buehrig (Duesenberg, Auburn, Cord, Continental II, 1947 Studebaker, Stutz)

Made in America (Cars of the U.S. Auto Worker)

Automotive Innovations

Japanese Classics

120th Anniversary of Buick

'57 Heaven (Cars from 1957)

Mopar Magic

Ferraris of the 60s and 70s

RADwood Racers

60th Anniversary of Lamborghini

60th Anniversary of McLaren

Star Cars

American Pre-War

European Pre-War

Post-War European

Horseless Carriage/Brass Era Cars - Special Display

Concours of America All Stars (Best in Class from 1979–2021)

American Sports Cars of the '50s and '60s

120th Anniversary of Harley-Davidson

75th Anniversary of Porsche



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Cauley Ferrari began life in the Detroit suburb of West Bloomfield, MI in 1999. We are so proud to have been a part of Ferrari's amazing success over the years as Ferrari has clearly positioned itself as the pinnacle of the automotive world with one amazing model after another. It has truly been an adventure that we have shared with our clients who have become part of our family. In 2018, we opened our dramatic new 53,000 sq. ft. facility with inspiration directly from the manufacturer's headquarters in Maranello, Italy.

As the exclusive Ferrari dealer in Michigan, Cauley Ferrari of Detroit offers not only the amazing new Ferrari range but also a great selection of Ferrari Approved Certified Pre-Owned vehicles. Over the years, we have earned a reputation as one of the premier Ferrari dealers in North America and are recognized for our passion, quality, and integrity. We proudly staff one of the most experienced and talented Ferrari Service teams in the U.S. and also offer Ferrari Classiche certification. Our collision center is a fully authorized Ferrari Body Shop, one of only eight in North America. While in the showroom, you'll see a vast selection of official Ferrari genuine accessories and merchandise. We look forward to earning your trust and welcoming you to our Ferrari family.



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DETROIT CONCOURS ENTRANTS



120th Anniversary of Buick

1905 Buick Model C

GM Heritage Collection

1924 Buick Sport Touring

Tim and Betsy Turvey

1940 Buick Limited

JoAnn Rothrock

1953 Buick Skylark

Howard and Cynthia McLauchlan

1958 Buick Limited

Toth Buick GMC

1960 Buick Electra 225

Michael Hurley

1963 Buick Riviera

Chuck and Jan Anderson

1966 Buick Riviera

Dennis Manner

1969 Buick Electra 225

James and Pamela Vesely

1970 Buick GSX

Roberta A. Vasilow

1975 Buick Century

Alan and Joy Oldfield

1987 Buick Regal

Craig Fredenburg

120th Anniversary of Harley-Davidson

1929 Harley-Davidson DL

Randy Hayward

1946 Harley-Davidson UL

Gregory Bowden

1947 Harley-Davidson EL

Jim Henry

1955 Harley-Davidson KH

Tom Fahoome

1970 Harley-Davidson Cooper

Randy Hayward

1971 Harley-Davidson FX

Tom Fahoome

2021 Harley-Davidson

Pan America

Eric Gierahan

60th Anniversary of Lamborghini

1973 Lamborghini Espada

Ernie Boch, Jr.

2001 Lamborghini Diablo

Barry Seldon

2001 Lamborghini Diablo 6.0

Greg Ornazian

2020 Lamborghini Aventador

Motor City Muscle Collection

'57 Heaven

1957 BMW Isetta

Debra and Greg Bennethum

1957 Buick Special

Jim Pickard

1957 Cadillac Eldorado Biarritz

Frank Nicodemus

1957 Ford Thunderbird

John Gendelman

1957 Ford Thunderbird

Steve Ickes

1957 Ford Thunderbird

Mark and Catharine Turner

60th Anniversary of McLaren

2016 McLaren 675LT Spider

Big Jay

2019 McLaren 570S

Dominic Triveline

2020 McLaren 720S

Performance Spider

Duane and Ann Barlow

2021 McLaren 765LT

Motor City Muscle Collection

The list of entrants was current as of September 20. Any entrants received after that date are not included here.

DETROIT CONCOURS ENTRANTS



75th Anniversary of Porsche

1952 Porsche 356

Bill Block and Freda Giblin

1952 Porsche 356 America Roadster

Rev. and Mrs. Ronald Roland

1960 Porsche 356

Tim Franklin

1973 Porsche 911S Targa

Jeff Meyers

1988 Porsche 911

Robert Amano

1988 Porsche 928 S4

Christopher Young

1995 Porsche 911

Oliver Collins

2002 Porsche 996 Carrera

Frederick Young

2011 Porsche Boxster

Howard Gilson

2012 Porsche 997 Carrera

John Denyer

2019 Porsche 911

Suzanne Gilson

2023 Porsche 911

Robert Bogart

American Pre-War

1927 Packard 426

Kyle Waligora

1928 Auburn 8-115 Speedster

Richard and Helen Harding

1929 Cadillac 341-B

Geoff Weller

1929 Duesenberg J

Gregory V. Ornazian

1931 Cadillac 454

Pennylane Collection

1936 Buick Victoria Coupe

Steve and Ella Hughes

1941 Ford Super Deluxe

Larry Wolohon

Automotive Innovations

1963 Ford

Detroit Historical Musuem

1964 Ford

Detroit Historical Musuem

1969 Farago CF428 Prototype

Frank Campanale

1971 Chevrolet Camaro

Mark Hassett

1971 Citroën SM

Bruce Ehrmann

Concours of America All Stars

1955 Studebaker President

Larry and Patricia Gardon

1956 Studebaker Golden Hawk

John and Veronica Petru

1959 Rolls-Royce Silver Cloud

Kevin Adell

Designs of Gordon Buehrig

1936 Cord 810

Auburn Cord Duesenberg
Automobile Museum

1948 TASCO Prototype

Auburn Cord Duesenberg
Automobile Museum

1956 Continental Mark II

Michael Hurley

1979 Buehrig Prototype

Auburn Cord Duesenberg
Automobile Museum

European Pre-War

1924 Rolls-Royce Twenty

Gary Rock

1925 Rolls-Royce Silver Ghost

LBI Limited

1939 Delahaye 135 MS Figoni et Falaschi Cabriolet

Ted and Mary Stahl

The list of entrants was current as of September 20. Any entrants received after that date are not included here.

DETROIT CONCOURS ENTRANTS



Ferraris of the '60s and '70s

1963 Ferrari 250 GT California Spyder

Joe Mochi

1967 Ferrari 330 GTC

Larry Smith

1970 Ferrari Dino 246 GT

Kip Wasenko

1972 Ferrari 365 GTC/4

LBI Limited

Horseless/Brass Era Cars - Special Display

1920 Ford Model T

Ralph and Lynn Boyer

Special Display

1953 Oldsmobile Ninety-Eight

Charlie Grant

1969 Pontiac Grand Prix

Steve and Leesa Broggi

Japanese Classics

1965 Toyota Publica

Samuel Carbaugh, Colonel,
USAF, Retired

1966 Nissan Silvia

Myron and Kim Vernis

1967 Datsun 2000 Roadster

Shant Saroukhanian

1971 Datsun 240Z

Glenn Marek

1972 Nissan Skyline

Jose Gonzalez

1972 Toyota Land Cruiser FJ40

Daniel Carvill

1978 Datsun 280Z

Ari Katz

1989 Nissan Pao

Elizabeth Lindau

Star Cars

1964 Dodge Custom 880

WDET Mary Wilson

1969 American Motors AMX

Tom Abrams

1977 Lincoln Continental

Marisa Gustafson

1981 DeLorean DMC-12

Jayce Delker

Mopar Magic

1967 Plymouth GTX

James Keyes

1969 Dodge Dart

Mickey Tate

1969 Plymouth GTX

Linda and James Muller

1970 Dodge Challenger

Timothy Ramon

1970 Dodge Charger

Fred Figlock, Jr.

1970 Plymouth Cuda

Randy Duncan

1972 Dodge Challenger

Robert Teschendorf

1976 Plymouth Volare

Road Runner

Christopher Mizzi

1979 Chrysler 300

Frank W. Vaughn, Jr.

The list of entrants was current as of September 20. Any entrants received after that date are not included here.

DETROIT CONCOURS ENTRANTS



Powered by Detroit

1931 Cadillac V16

General Motors Heritage Collection

1935 Ford Model 48

The Henry Ford

1957 Cadillac Eldorado Brougham

GM Heritage Collection

1968 Dodge Charger R/T

Stellantis

1970 Dodge Challenger

Stellantis

1977 Ford Mustang II

The Henry Ford

2022 Cadillac CELESTIQ Concept

GM Heritage Collection

Post-War European

1950 Allard J2

Chuck Loper

1954 Sunbeam Alpine MKI

Tom Bishop

1956 Jaguar XK140

Robert and Melanie Seyler

1961 Jaguar E-Type

Brian Simon

1989 Rolls-Royce Corniche III

Cornelius Darcy

2021 Mercedes-Benz AMG GT BLACK Project ONE Livery

Lauren and David Mendelson

Sports Cars of '50s and '60s

1959 Ford Thunderbird

David Lau

1965 Ford Mustang

Sally Minor

1967 Chevrolet Corvette 427

Ron Turner

1967 Chevrolet Corvette

Dr. Ben Czerniawski

1969 Ford Mustang

Scott Vorrath

RADwood Racers

1986 Ferrari Testarossa

James Ealy

1988 BMW M3

Kristofer Nrekaj

1988 Renault Alpine

Jayce Delker

1991 Acura NSX

Elliott Koch

1996 Chevrolet Corvette

Brian Bush

1998 BMW Ti M Sport

Rob Steele

1999 Dodge Viper

Haneif Katebi

2000 Chrysler Viper

LBI Limited

The list of entrants was current as of September 20. Any entrants received after that date are not included here.

Newsweek

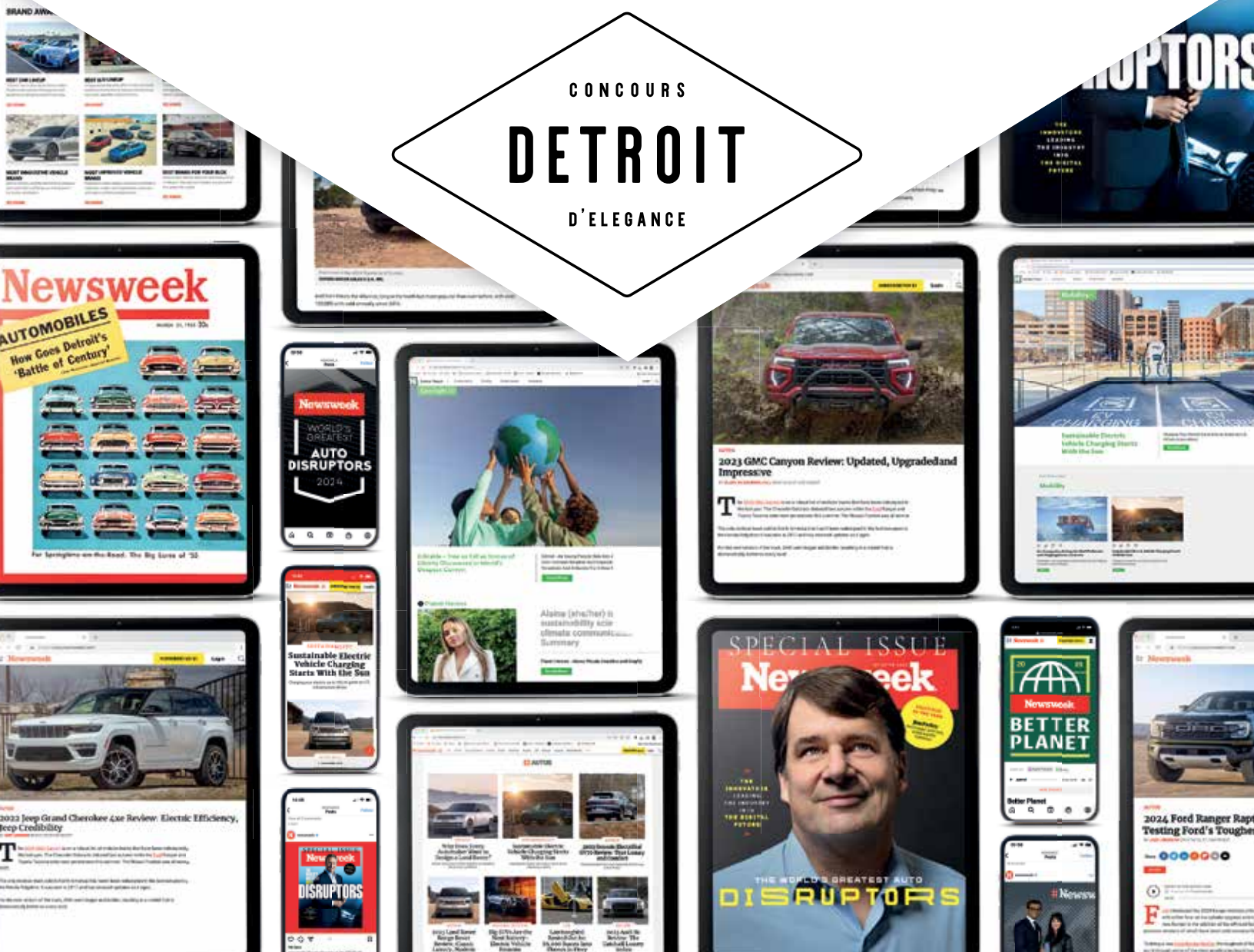
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CONCOURS

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Bill Rothermel

Automotive Historian and Freelance Writer

Bill is the emcee at numerous events throughout the U.S., including The Amelia, the Detroit Concours d'Elegance, the Greenwich Concours d'Elegance, the Hilton Head Island Concours d'Elegance, the Radnor Hunt Concours d'Elegance, and the Chattanooga Motorcar Festival, in addition to many others.

Bill has had a lifelong interest in cars both small and large. According to family accounts, as a toddler in his stroller, he could amaze an audience with his ability to identify the make and model of passing automobiles. An automotive historian and avid collector of miniature automobiles and automobilia, Bill's interests include the cars of the Brass and Classic eras, muscle cars, postwar American cars, and European sports cars.

"My favorite cars are the heavy classics," says Bill. "In particular, 1931–1933 Chrysler Imperials and anything with Waterhouse coachwork. I love Ferrari 250 GT Lussos. I think they are the most beautiful Ferraris ever built. I love Brass cars, especially the high-horsepower ones. BMW 507s are up there at the top of my list. There are so many. I could go on for hours."

Bill's work has been featured in a number of national, international, club, and concours publications, such as *Automobile Quarterly*, *Old Cars Weekly*, *Sports Car Market*, *Hemmings Muscle Machines*, *Hemmings Classic Car*, and Wayne Carini's *The Chase*. He routinely serves as a catalog writer for RM Sotheby's and is a contributor to its in-house magazine, *Shift*.



Richard Vaughan

Automotive Design Executive

Richard has 30 years of experience in a variety of automotive product development roles - from styling to perceived quality, to human-machine-interface design. He started his career as a designer at Ford Motor Company, where he led the exterior and interior design of the original Lincoln Navigator, at a time when the luxury SUV segment didn't yet exist. After moving to Visteon, he led the interior design and execution of the first Buick for China, the vehicle that cemented Buick's position as a leading brand in China. In his role at EV maker Rivian, Richard led the teams responsible for Design Quality, Perceived Quality, and Craftsmanship execution for all Rivian vehicles, Adventure Products, and Charging Products.

Richard was educated at Detroit's College for Creative Studies and is a lifelong car enthusiast. He has written six books on Rolls-Royce, Bentley, and Aston Martin. For two decades, he was involved with the Meadow Brook Concours d'Elegance and the Concours d'Elegance of America at St. John's where he served in several capacities, ranging from judging to the car-selection committee to being a member of the board of directors. He currently serves on the Advisory Team for Hagerty's Detroit Concours as well as on the board of directors of the Rolls-Royce Foundation Museum and the Rolls-Royce Owners' Club where he is responsible for the club's magazine, *The Flying Lady*.



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A TRADITION OF FAMILY FUN

Cars may steal the headlines, but it is community that makes motoring events thrive. Evidence for this can be seen in our purpose: to save driving and car culture for future generations. Yes, fulfilling that purpose requires automobiles, but it can't be accomplished without people.

Cars & Community formalizes this passion with an event that engages enthusiasts of all ages and interests, while celebrating the automobile and the people who collect, restore and drive them. Since the first Cars & Community was held at The Amelia in 2021, Hagerty Events has worked to refine the event and create additional onramps for new enthusiasts to enter the concours world.

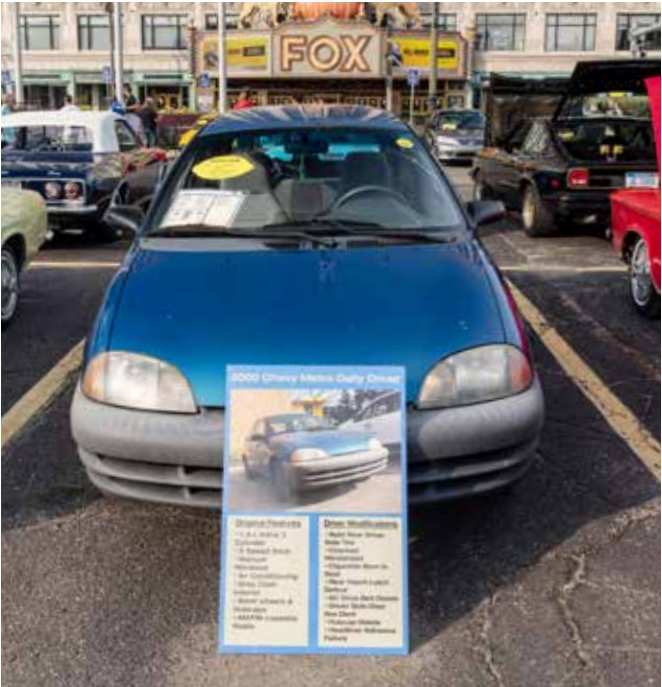
Harnessing the power of well-established shows like Cars & Caffeine, Concours de Lemons and RADwood has given our team the ability to build a platform that is big enough to support enthusiasts whether they are driving freshly restored Ferraris to daily driven Fieros and just about everything in between.

This year's Cars & Community at the Detroit Concours takes the new tradition one step further by creating a family-friendly event in celebration of the people who put the world on wheels. Not only will autoworker families receive a discounted ticket, but a selection of their vehicles will be front and center at the Detroit Institute of Arts in a special display called "Powered by Detroit."

In addition to this special feature, this year's Detroit Concours Cars & Community will include 100 vehicles from greater Metro Detroit car clubs. You'll be able to see standouts from brands like Ford, General Motors, Stellantis, and many more. Families will enjoy the Future Drivers Club, a youth-focused area with games, BMW poster coloring and an art project with Transportation students from the College for Creative Studies. In addition, young people will have an opportunity to participate in an automotive-themed scavenger hunt as well as to sit behind the wheel of student-built race cars representing Wayne State University, Oakland University and Lawrence Tech University.



Above: Family fun includes a coloring contest where kids express their car creativity. Left: RADwood highlights the funky cars and fashion of the 1980s and 1990s. Below: The Concours d'Lemons celebrates the weird, the wonderful, and the just plain awful.



Nadir Ali and Andi Hedrick

RADIUS

AT THE AMELIA



INVITING CONSIGNMENTS



1 - 2 MARCH 2024

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 BROAD ARROW AUCTIONS



POSTER-COMPETITION WINNER!

The Detroit Concours d'Elegance teamed up with the College for Creative Studies (CCS) to sponsor a competition to design the cover of the 2023 concours program. The criteria: Showcase the rich, automotive history of the city and the vibrant car-centric future in a piece that will celebrate the love of the automobile in Motor City by answering this question through visuals: what is Detroit car culture? Cars that were specified to be used in the design were Gordon Buehrig's TASCO prototype, the Cord 810, and the Auburn 851 Boattail Speedster.

Only enrolled students were able to participate; the judges selected Siddharth Camarushy's design as the winner. Camarushy, 20, is a junior-year transportation design student at CCS. He has been passionate about automobiles and

automotive design from an extremely young age and wants to share this love for art and design with everyone he meets. Detroit, he believes, is one of those cities where people brought art, design, and engineering together to create the automobile as we know it today. "Through this poster, I wish to convey that cars today are more than just machines built to transport people from place to place," says Camarushy. "They are works of art, a colorful medium of expression for those that design, build, own, and drive them. And this is the city where it all started more than a century ago: Detroit!"

In addition to having his design grace the cover of the program, Camarushy received \$1000 in prize money. Second place went to Cecilia Duda, who received \$750. Congratulations to both of these students for their amazing work!

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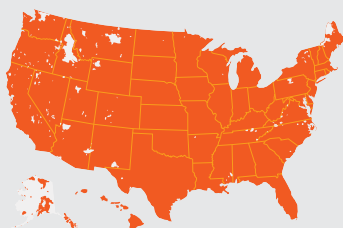


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WHAT IS A SHADOW JUDGE?

The International Chief Judge Advisory Group (ICJAG) has one focus, and that is to judge vehicles for originality and authenticity, for both restored and original cars. We look for cars that have been driven, and do not penalize them for a minor paint chip or some patina on the leather seats. It's good to see signs of use. Cars are meant to be driven and enjoyed.

A secondary objective is to encourage chief judges at the events that ICJAG supports to consider using shadow judges. Ideally, our judges would be a balanced mix of genders. At some events, there are what are known as "junior judges"; these are usually teenagers up to about 20 years of age. Hagerty is committed to assisting this age group. "It is very encouraging to see these youngsters get involved," says Nigel Matthews, assistant chief judge for the Detroit Concours d'Elegance and Hagerty Global Brand Ambassador. "They can attend with their parents or grandparents and decide if judging at a concours is something that they would like to do."

David Kibbey is an example of such a scenario. David began his journey with the Hagerty Youth Judging Experience when he was very young. David has been a shadow judge at some of the major concours events all across the country (Detroit, Greenwich, Boca Raton, Keels & Wheels, and Audrain). David's dream is to be the youngest full judge at each of these events and The Amelia. "If you give someone a chance and some encouragement, you just might be surprised at the outcome," says Matthews. David is the chairman of his very own concours, Race for the Mill Concours d'Elegance in Northville, Michigan.

Part of the solution to this challenge of aging judges is to have shadow judges at concours events. A shadow judge is very similar to a high schooler participating in a work experience to see if that is a field they would like to pursue. Mathews sums up his aspirations: "As the chairman of ICJAG, it is my dream for every major concours to have a three-person judging team plus one younger shadow judge."

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Ed Welburn

Chief Judge

Ed Welburn was named vice president of GM Design North America on October 1, 2003, becoming just the sixth Design leader in GM history. He oversaw the development of GM products such as the Chevrolet Corvette, Cadillac Escalade, and Chevrolet Camaro. He retired in 2016. Today he is president of The Welburn Group and founder and CEO of Welburn Media Productions. He is the only automobile designer to have his archives housed in the Smithsonian. He's also developing a feature film about the story of African-American race car drivers in the 1920s and 1930s.



Dr. Paul Sable

Honorary Chief Judge

Paul is a university professor, an automotive historian and collector, and a car enthusiast, serving as head judge or class judge at almost every concours in the U.S. He collects hybrid cars of the 1950s, and he is an expert on Ghia cars and early concept cars. He has been a judge at the Greenwich Concours every year since it began. In 2015, Paul marked his retirement as chief judge after more than 15 years.



Nigel Matthews

Assistant Chief Judge

Nigel is a founding member of the International Chief Judge Advisory Group. He has been in the automotive industry for 44 years, serving the first 20-plus years as a Red Seal-licensed technician working on Rolls-Royce and Ferraris, and the remaining years in the classic car insurance business. He joined Hagerty Canada in 2010 and is currently the global brand ambassador, judging at concours events around the world.

DETROIT CONCOURS JUDGES



Matt Anderson

Area of Expertise: Early Fords, postwar American popular makes

Automotive Affiliations: National Association of Automobile Museums, Society of Automotive Historians

Profession: Curator of Transportation at The Henry Ford, Dearborn, Michigan

Favorite Designer: Raymond Loewy

Favorite Era: Popular American cars of the 1960s - post tailfins, pre NHTSA bumpers

Missed Design Feature: Hidden headlamps

Most Beautiful Car: 1963 Corvette Sting Ray

Fun Fact: It's tough being a Corvette fan in Dearborn!

Brandon J. Anderson

Area of Expertise: Auburn, Cord, Duesenberg, prewar classics

Automotive Affiliations: Auburn Cord Duesenberg Club, Society of Automotive Historians, Classic Car Club of America, Antique Automobile Club of America, National Association of Automobile Museums

Profession: Executive Director & CEO, Auburn Cord Duesenberg Automobile Museum

Favorite Designer: Gordon Buehrig

Favorite Era: Prewar

Missed Design Feature: Hood ornaments

Most Beautiful Car: Auburn Speedster

Fun Fact: I learned how to drive a manual on the family farm in Indiana at 12 years old in a 1973 Super Beetle convertible.

Joseph Boniface

Area of Expertise: Postwar Italian, Alfa 105, BMW 1980–2005, racing-prepped vehicles // period-correct modified

Automotive Affiliations: Detroit Concours, Alfa Owners Club

Profession: Exterior designer Cadillac branded advanced

Favorite Designer: Giugiaro

Favorite Era: Postwar Italian, anything French. The beautiful, unique, and weird

Missed Design Feature: Good proportions, thin pillars, wrapping glass, seamless surfacing

Most Beautiful Car: Giulietta Sprint

Fun Fact: The largest population of humans on earth are Lego people

Moray Callum

Area of Expertise: No real expertise; I appreciate all great designs from any era

Automotive Affiliations: Judged previously at Pebble Beach, Amelia Island and Hilton Head

Profession: Retired Vice President of Design, Ford Motor Company

Favorite Designer: Pininfarina

Favorite Era: 1960s

Missed Design Feature: Two-door sedans

Most Beautiful Car: Jaguar E-type

Fun Fact: Although born and raised in Scotland, I love good, old American hot rods

DETROIT CONCOURS JUDGES



Frank Campanale

Area of Expertise: Ferrari, Maserati, Alfa Romeo, custom, coachbuilt prototypes. sports cars

Automotive Affiliations: Trustee, College for Creative Studies. (Transportation Design), Amelia Island Concours d' Elegance, Meadow Brook Concours d' Elegance, Concorso Italiano, Carmel Concours D'Elegance, Audrain Concours d' Elegance, Boca Raton Concours d'Elegance, Chief Judge, Cincinatti Concours D' Elegance, Hilton Head Motoring Festival, The Elegance at Hershey, Chatanooga Concours, The Glenmore Gathering, Co-Founder, Concorso d' Italia at Meadow Brook, Keels and Wheels Concours as Master of Ceremonies and VIP Judge.

Profession: Senior Management, Financial Services Industry, Board member on numerous Boards. Automotive Historian.

Favorite Designer: Giorgetto Giugiaro, Sergio Pinin Farina

Favorite Era: 1930 to 1970

Missed Design Feature: Smooth, sexy, clean lines

Most Beautiful Car: Alfa Romeo 8C 2900 Touring Spyder

Fun Fact: I Have been a competition hot air and gas balloon pilot for over 43 years, SCCA, IMSA and HSR racer

Wayne Carini

Area of Expertise: European and American cars

Automotive Affiliations: Amelia Island Concours and many more

Profession: Owner of F40 Motorsports and Restoration, host of *Chasing Classic Cars*

Favorite Designer: Raymond Loewy

Most Beautiful Car: Count Trossi Mercedes SSK

Christine Cheng

Area of Expertise: Automotive design

Automotive Affiliations: Automotive design

Profession: Design Director at Ford Motor Company

Favorite Designer: Ed Welburn; Chris Bangle; Peter Schreyer; Anthony Lo; Michael Simcoe; Ralph Gilles; Walter de Silva

Favorite Era: 1960s

Most Beautiful Car: 1954 Mercedes 300SL Gullwing; Jaguar E-Type, Porsche 356

Wayne Cherry

Area of Expertise: Automotive design

Automotive Affiliations: Over the last 25+ years, I have judged at 15 or 16 venues, many every year such as Pebble, Amelia, EyesOn Design, Meadow Brook/Concours of America

Profession: Vice President Global Design, General Motors (retired)

Favorite Designer: Giugiaro was very influential

Favorite Era: There have always been stand-outs in every era, Phantom Corsair in 30s, Tucker in 40s, E-Type in 60s etc.

Missed Design Feature: A-pillar vent window

Most Beautiful Car: Phantom Corsair, but one cannot pick just one car, this is one of several.

DETROIT CONCOURS JUDGES



Luigi Chinetti

Area of Expertise: Ferraris

Automotive Affiliations: Club des Anciens Pilotes du Mans, Ferrari Club of America

Profession: Designer, restorer

Favorite Designer: Pininfarina

Favorite Era: 1960s and 1970s

Most Beautiful Car: Talbot Lago Goutte d'Eau

Fun Fact: Food altercations and rented cars

Tom Cotter

Area of Expertise: Shelby products, hot rods, woodies, postwar sports cars, race cars, Cunninghams

Automotive Affiliations: Author, host of Hagerty's *Barn Find Hunter*, member VSCCA, RRDC

Profession: Author, host, etc.

Favorite Designer: Giovanni Michelotti

Favorite Era: 1950s/1960s sports and racing cars

Missed Design Feature: Fuzzy dice

Most Beautiful Car: Ford Pinto

Fun Fact: I can write backwards

Brian Cotter

Area of Expertise: "Young Classic" Mercedes & AMGs, British cars, race cars

Automotive Affiliations: Mercedes-Benz USA; Mercedes-AMG

Profession: AMG Business Development Manager, Mercedes-Benz USA

Favorite Designer: Alex Issigonis

Favorite Era: 1960s

Missed Design Feature: Gated shifter

Most Beautiful Car: Mazda RX7 "FD"

Fun Fact: First drove a manual-transmission in a Meyers Manx

Randy Cox

Area of Expertise: Sports Cars 60s-70s

Automotive Affiliations: Ferrari Club of America, Antique Automobile Club of America, Classic Car Club of America, Rolls-Royce Owners' Club

Profession: Ford Motor Company automobile designer, automobile restoration

Favorite Designer: Harley Earl

Favorite Era: Alfa 8C 2900

Missed Design Feature: Stainless steel roofs

Most Beautiful Car: Alfa 8C 2900

Fun Fact: There is no evidence that judging a concours is stifled by hair color

DETROIT CONCOURS JUDGES



Paul Fix

Area of Expertise: Vintage and current race cars, Porsche, Shelbys, Cobras, and Mustangs.

Automotive Affiliations: Sports Car Club of America, Shelby American Automobile Club, Antique Automobile Club of America, Porsche Club of America, Mustang Club of America.

Profession: CEO at Classic Tube, Inc. President at Fix Motorsports, LLC

Favorite Designer: Peter Brock

Favorite Era: 1960s

Missed Design Feature: Big hood scoops

Most Beautiful Car: Ferrari 250 GT SWB

Fun Fact: I've been restoring concours-winning show cars since 1989. Currently racing in the Trans Am Series, since 2000, and ranked 15th on the all-time win list.

Lauren Fix

Area of Expertise: My specialty is muscle cars, exotics and race cars

Automotive Affiliations: The Amelia, MCA concours judge, Shelby Club of America, AACA, World Car Awards juror, North American Car of the Year President emeritus, SCCA, SVRA and HSR

Profession: "Lauren Fix, The Car Coach" is a nationally recognized automotive expert. Lauren provides an insider's perspective on a wide range of automotive topics. Lauren is the author of three books.

Favorite Designer: Walter de Silva

Most Beautiful Car: Ferrari 250 SWB

Fun Fact: I was Oprah's automotive expert and my husband and I named our daughter Shelby

Ralph Gilles

Area of Expertise: Automotive design 1950s to present

Automotive Affiliations: Stellantis management team

Profession: Global Chief Design Officer

Favorite Designer: Giorgetto Giugiaro

Favorite Era: Current

Missed Design Feature: Bench seat

Most Beautiful Car: Alfa-Romeo TIPO 33

Fun Fact: My second career choice would have been a weather man

Adam Hammer

Area of Expertise: Pre- and Post-War American classics and restoration craftsmanship

Automotive Affiliations: Classic Car Club of America, AACA, Local Regional Car Clubs, Cadillac LaSalle Club, The Packard Club

Profession: Owner of Hammer & Dolly Automotive Restorations, LLC

Favorite Designer: Peter Brock

Favorite Era: 1930s

Missed Design Feature: Swiveling seats

Most Beautiful Car: Shelby Daytona Coupe

Fun Fact: When I am not analyzing every detail of a restoration, I spend my free time building and competing in Circle Track.



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DETROIT CONCOURS JUDGES



Wayne Kady

Area of Expertise: Cadillacs from 1965 through 1989. Buicks from 1975 to 1976 and from 1990 through 1999. Skylark, Century, Regal, and Roadmaster

Automotive Affiliations: Cadillac Fall Festival, Concours of America, Audrain Concours. Radnor Hunt Club Concours, Miami Calvacade of Cars, Boca Raton Concours, Fresno Concours

Profession: Former chief designer Cadillac and Buick exterior

Favorite Designer: Bill Mitchell

Favorite Era: The 1960s

Most Beautiful Car: Too hard a choice to make

David Kibbey

Area of Expertise: Modern collectible exotics, Best of the 1980s–1990s.

Automotive Affiliations: Pebble Beach Concours d'Elegance, Amelia Concours, Keels and Wheels, Greenwich Concours, Audrain Concours, Ferrari Club of America, Northville Concours d'Elegance, Detroit Concours, (Concours of America).

Profession: Chairman, Northville Concours d'Elegance, Co-Owner, Exotic Car Connections, LLC

Favorite Designer: Ed Welburn

Favorite Era: 1950s

Missed Design Feature: Swooping bodywork

Most Beautiful Car: Bugatti Type 57

Fun Fact: I'm learning how to drive a manual!

Dennis Little

Area of Expertise: Postwar sports cars

Automotive Affiliations: Audrain Concours, La Jolla Concours, Arizona Concours

Profession: Cadillac studio chief designer, retired

Favorite Designer: Giorgetto Giugiaro

Favorite Era: 1960s

Most Beautiful Car: Jaguar E-Type

Fun Fact: I co-founded the Santa Fe Concorso with Denise McCluggage

Mark Lizewskie

Area of Expertise: Prewar American and European classics, postwar French classics, micro and mini cars

Rolls-Royce Owners' Club, Rolls-Royce Foundation, Bentley Drivers Club, AACA, CCA, National Association of Automobile Museums, other various car clubs and affiliations

Profession: Executive Director of the Rolls-Royce Owners' Club & Rolls-Royce Foundation

Favorite Designer: Giorgetto Giugiaro

Favorite Era: Streamliners of the 1930s

Missed Design Feature: Dash controls with knobs and buttons

Most Beautiful Car: Talbot Lago T150C SS Teardrop Coupe by Figoni et Falaschi

Fun Fact: I daily-drove a 2008 smart Fortwo that I bought new and owned for 14 years and 280,000 miles!

DETROIT CONCOURS JUDGES



Anthony Lo

Area of Expertise: Car design

Automotive Affiliations: Ford Motor Company, Pebble Beach Concours, Amelia Island Concours

Profession: Chief Design Officer, Ford Motor Company

Favorite Designer: Bruno Sacco

Favorite Era: 1960s and 1970s

Missed Design Feature: Covered rear wheel

Most Beautiful Car: Lamborghini Miura

Robert McLeese

Area of Expertise: Prewar production, 1960 to 1980s Porsches, Full Classics

Automotive Affiliations: Cobble Beach Concours - Chair and Founder, Life member AACA, PCA UCR, NAACC

Profession: Businessman - Power generation, real estate

Favorite Designer: Harley Earl

Favorite Era: 1930s

Missed Design Feature: Sleekness with rolling sculptured fenders and long tail

Most Beautiful Car: Porsche 911

Fun Fact: My wife is a great granddaughter of the co-founder of GM Canada

Mark Moskowitz

Area of Expertise: Race cars, postwar British, Alfa Romeo, Muscle, postwar sports

Automotive Affiliations: Lotus and Allard Clubs, SCCA competition, ICJAG, CCCA, AACA. Vice Chair Motorsports Hall of Fame, previous concours include Amelia, Zoute, Greenwich, Salon Prive, Miami. Pinehurst, Las Vegas, Arizona, Boca, the Elegance, Cobble

Profession: Retired surgeon, automotive journalist

Favorite Designer: Giorgetto Giugiaro

Favorite Era: 1960s

Missed Design Feature: Front bench seat

Most Beautiful Car: Porsche 904

Fun Fact: I've lost count of my automotive collisions. Fortunately nearly all were on asphalt ovals of a quarter-mile or less

Greg Ornazian

Area of Expertise: Prewar classics, Corvettes and sports cars

Automotive Affiliations: NCRS, CCCA, Viper club, Ferrari club

Profession: Owner of machine shop supplying the automotive industry with forge tooling

Favorite Designer: Fagioni et Falaschi

Favorite Era: 1930s

Missed Design Feature: Great grilles and split rear windows

Most Beautiful Car: Fagioni et Falaschi Delahayes

Fun Fact: Get the car - get the girl

DETROIT CONCOURS JUDGES



Beth Paretta

Area of Expertise: Racing cars, Aston Martin

Automotive Affiliations: Madison Avenue Sports Car Driving and Chowder Society; Board of Directors, Motorsports Hall of Fame; Industry Influencer, Automotive Hall of Fame; Women in Motorsports North America, FIA Women in Motorsport Commission

Profession: Owner and team principal of Paretta Autosport, co-founder Women in Motorsports North America

Favorite Designer: Lorenzo Ramaciotti and Ralph Gilles

Favorite Era: 1950s and 1960s

Missed Design Feature: Two-tone paint colors

Most Beautiful Car: There's no way to pick just one

Fun Fact: Fielded the first majority-women's team in the Indianapolis 500 Race

Chris Piscitelli

Area of Expertise: Expertise in American cars 1920s on, particularly well-versed in Mopars and historic hot rods

Automotive Affiliations: W.P.C. Club

Profession: Design Manager for Dodge at Stellantis

Favorite Designer: Raymond Loewy, Brooks Stevens, Virgil Exner, Elwood Engel

Favorite Era: 1930s-1960s

Missed Design Feature: Nine-rider wagon back seats.

Most Beautiful Car: Lamborghini Miura

Fun Fact: I daily drive a 69-year-old car.

Larry Printz

Area of Expertise: I am a superb generalist, with expertise in many areas

Automotive Affiliations: The Society of Automotive Historians, Southern Automotive Media Association, International Motor Press Association, the Classic Car Club of America and chief judge at The Palm Event in Palm Beach, Florida

Profession: Automotive columnist for Tribune News Service, and a contributor to Conde Nast, TheDetroitBureau.com, TheTorqueReport.com, The Motley Fool, Hagerty Online and others

Favorite Designer: I have to pick one? You're kidding...

Favorite Era: All of them; there's something to be said for any era

Missed Design Feature: Convertible sedans

Most Beautiful Car: 1965 Buick Riviera

Fun Fact: I am also a professional cartoonist and graphic designer

Stacy Puckett Taylor

Area of Expertise: Prewar European cars through the mid-60s. Also vintage race cars until the 70s

Automotive Affiliations: Women in Motorsports North America, Classic Car Club of America, RPM Foundation Ambassador, Society of Automotive Historians

Profession: Partnership Executive at Women in Motorsports North America

Favorite Designer: Ed Welburn

Favorite Era: Prewar European

Missed Design Feature: Being able to see the engine in a car

Most Beautiful Car: 1958 Ferrari 250 Testa Rossa

Fun Fact: I was the first American woman to intern at the Mercedes-Benz Classic Center in Fellbach, Germany

DETROIT CONCOURS JUDGES



Teckla Rhoads

Area of Expertise: Brand experience and identity design

Automotive Affiliations: Concours of America, EyesOn Design

Profession: Executive Director Global Industrial Design, General Motors - Retired

Michael Simcoe

Area of Expertise: Design

Automotive Affiliations: Pebble Beach Concours, Amelia Island Concours, Hilton Head Concours (Honorary Judge), CCS Board of Trustees, CCS Education Committee, DIA Board of Trustees

Profession: Senior Vice President General Motors Global Design

Favorite Designer: Anderloni (Cici)

Favorite Era: 1930–1970 (Euro-UK)

Missed Design Feature: Simplicity

Most Beautiful Car: Too many

Roy Sjoberg

Area of Expertise: Sports cars, Corvettes and Vipers

Automotive Affiliations: Viper Organization of America

Profession: Auto executive

Favorite Era: 1980 and 1990s

Missed Design Feature: Performance

Most Beautiful Car: Viper

Larry Smith

Area of Expertise: Postwar European sports cars, custom coachwork from all eras

Automotive Affiliations: Ferrari Club of America, CCCA, Bentley Owners' Club, Gullwing Group

Profession: Former collision-business owner, mucker at daughter's horse farm

Favorite Designer: Batista Pininfarina

Favorite Era: Late 1950s to late 1960s

Missed Design Feature: Vent windows

Most Beautiful Car: Ferrari Dino

Fun Fact: Don't save it for the next guy. If there is a next guy, you either died or got divorced.

Paul Snyder

Area of Expertise: 1970s Italian design houses

Automotive Affiliations: EyesOn Design

Profession: Chairperson of the Transportation Design department at the College for Creative Studies, principle and owner- Paul Snyder Studios LLC

Favorite Designer: Gandini

Favorite Era: 1960s, 1970s, and current

Missed Design Feature: Wraparound glass / compound glass

Most Beautiful Car: Lancia Stratos/Lamborghini Miura

Fun Fact: Daily driver is a 1999 Porsche Boxster

DETROIT CONCOURS JUDGES



Jonathan A. Stein

Area of Expertise: MG, all pre- and postwar British, European classics and sports cars. European and British racecars, European custom coachwork

Automotive Affiliations: Judge at Pebble Beach Concours, AACA, CCCA, North American MGA Register, MG V8 Register, MG Car Club, International Motor Press Association, Society of Automotive Historians

Profession: Principal at Merkel & Stein, LLC; auto history, writing, editing, and consulting

Favorite Designer: Ercole Spada

Favorite Era: Early postwar (British and European), with prewar European in a close second

Missed Design Feature: Skirted fenders

Most Beautiful Car: 1939 Alfa Romeo 8C2900B Touring Berlinetta

Fun Fact: Despite a top speed of 160 mph and 0-60 in six seconds, the badge of the Gordon-Keeble depicts a tortoise.

Paul Teutul

Area of Expertise: Motorcycles, customs, prewar cars

Automotive Affiliations: Hudson Essex Terraplane Club, Antique Motorcycle Club of America

Profession: Owner of Paul Jr Designs

Favorite Designer: Eugene T. Gregorie

Favorite Era: 1930s/prewar

Missed Design Feature: Art deco styling

Most Beautiful Car: 1939 Lincoln Zephyr 3 window coupe

Fun Fact: The first antique car I ever purchased was a Hudson. I would go on to buy and sell dozens of the rarest Hudsons available. Years later, my only son's name is Hudson, after the car that drew me into the antique collectible world.

Rubén Verdés

Area of Expertise: Rolls-Royce and Bentley, prewar classics, Imperial

Automotive Affiliations: Judge at the Pebble Beach Concours d'Elegance, The Amelia; The Greenwich Concours d'Elegance, and various other concours; life member of the AACA, ACDC, CCCA, JCNA, RRF, RROC and member of the BDC, CLC, HCCA, MASDCS, RREC, SAH.

Profession: Editor of *The Classic Car* and the *CCCA Bulletin* for the Classic Car Club of America, and Editor of the SAH Journal for the *Society of Automotive Historians*; publisher of *Marque2Market* magazine

Fun Fact: I'm past president of the Rolls-Royce Owners' Club

Charles Vrana

Area of Expertise: Postwar American cars, especially Chrysler Corporation cars and Buicks; muscle cars, too!

Automotive Affiliations: Riviera Owners Association, WPC Club, AACA, past BCA member

Profession: Past auto body and paint trade, past heavy diesel repair and maintenance

Favorite Designer: Bill Mitchell

Favorite Era: The 1960s

Missed Design Feature: Hardtops and stylish cars

Most Beautiful Car: 1965 Buick Riviera

Fun Fact: Collector of unrestored cars since 1983; car nut all my life!

DETROIT CONCOURS JUDGES



Kip Wasenko

Area of Expertise: Dino Ferrari and all Ferraris. American muscle. Italian sports and race cars

Automotive Affiliations: SCCA, VSCDA, Waterford Hills, Ferrari Club of America. The Amelia, Audrain Concours, Keels and Wheels. Cincinnati Concours, The Radnor

Profession: Retired GM designer for 40 years. Director of Design

Favorite Designer: Bill Mitchell

Favorite Era: 1970s Italian design. GM in the 1960s. French 1930s

Missed Design Feature: Clean, fluid, sculptural design

Most Beautiful Car: Jaguar E-Type, Ferrari P4

Fun Fact: I'm still active racing for 31 years

Irina Zavatski

Area of Expertise: Familiar with most. Love 1960s

Automotive Affiliations: Work for automotive company

Profession: VP of Chrysler design

Favorite Designer: Bertone

Favorite Era: 1960s

Missed Design Feature: Creativity of the 1960s with lack of current restraints



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2022 DETROIT WINNERS



2022 DETROIT WINNERS



BEST IN CLASS
Best in Show

**1937 Delahaye 135 Roadster
Cabriolet**
Tom McGough

2022 DETROIT WINNERS



BEST IN CLASS

**Limited Production GM
(50s - 70s)**

**1953 Buick Skylark
Convertible**

Angie and Jeffrey Brashares



BEST IN CLASS

Sports Cars Italian

1973 Lamborghini Espada

Dan McDavid



BEST IN CLASS

**Orphan Cars -
Studebaker Post War**

1956 Studebaker Golden Hawk

Christopher Mizzi

2022 DETROIT WINNERS



BEST IN CLASS

**Orphan Cars -
Packard Post War**

1949 Packard Super Eight
Ron Porter



BEST IN CLASS

Detroit Autorama

1959 Imperial Speedster
Murray Pfaff



BEST IN CLASS

**Sports Cars - American
(50s - 60s)**

1964 Shelby Cobra 289 Cobra
Dave and Lori Wathen

2022 DETROIT WINNERS



BEST IN CLASS

Cars of Woodward Avenue

1969 Pontiac GTO Judge

Larry Reeb



BEST IN CLASS

Cars of Harley Earl

1957 Cadillac Series 62

James Wagnon



BEST IN CLASS

**Limited Production Chrysler
(50s - 70s)**

1957 Dodge Custom Royal

Diran and Joyce Yazejian

2022 DETROIT WINNERS



BEST IN CLASS

American Classics (Pre-war)

1940 Packard Darrin

Gregory V. Ornazian



BEST IN CLASS

European Classics (Pre-war)

**1937 Delahaye 135 Roadster
Cabriolet**

Tom McGough



BEST IN CLASS

**Limited Production Ford
(50s - 70s)**

1966 Shelby GT350

Paul and Lauren Fix

2022 DETROIT WINNERS



BEST IN CLASS

European Classics - Modern

1974 Alfa Romeo Montreal
Karl Robertson



BEST IN CLASS

Supercars

**2009 Mercedes-Benz SLR
McLaren Stirling Moss**
David Fischer



BEST IN CLASS

Hot Rods - Midwest

1932 Ford Model 18
Christopher Mizzi

ARTURA



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SPECIALTY AWARD

The Hagerty Youth Award

1937 Delahaye 135 Roadster

Tom McGough



SPECIALTY AWARD

The People's Choice Award

1950 Bentley MK6

Larry and Lynne La Bute



SPECIALTY AWARD

Best Sound

1963 Chrysler Turbine

Ted and Mary Stahl

2022 DETROIT WINNERS



SPECIALTY AWARD

**Best Sports/Competition
Award**

1953 Cunningham C3

Denise Lutz



SPECIALTY AWARD

Chairman's Award

1931 Chrysler CG

Gallery 260 Limited



SPECIALTY AWARD

Chief Judge's Award

**1951 General Motors
LeSabre Concept**

General Motors Heritage
Collection

2022 DETROIT WINNERS



SPECIALTY AWARD

**Designers Choice Award -
David R. Holls Memorial**

1959 Cadillac Eldorado

Neal C. Porter



SPECIALTY AWARD

**Detroit Concours
Honoree's Award**

1967 Ferrari 330 GTC

Dwayne Fietzer



SPECIALTY AWARD

**Engineering Excellence-The
Josh Madden Memorial Award**

1929 Bentley Speed Six

Bill and Barbara Parfet

2022 DETROIT WINNERS



SPECIALTY AWARD

**Hagerty Drivers Foundation
National Automotive
Heritage Award**

1950 Oldsmobile 88

Myron Vernis



SPECIALTY AWARD

**Hagerty Drivers Foundation/
FIVA Preservation Award**

1953 Studebaker Commander

John Petru



SPECIALTY AWARD

**Margie and Robert E. Petersen
Perfection Award**

**1967 Dodge Deora
Concept Truck**

Tom Abrams

2022 DETROIT WINNERS



SPECIALTY AWARD
Most Elegant Car

1938 Jaguar SS
Mark Hyman



SPECIALTY AWARD
**Most Significant Chrysler/
Stellantis Car**

**1968 Plymouth GTX Hemi
Convertible Pace Car**
Steven Atwell



SPECIALTY AWARD
**Most Significant Classic Car
Don Sommer Memorial Award**

1932 Stutz Super Bearcat
DIX Garage

2022 DETROIT WINNERS



SPECIALTY AWARD

Most Significant Ford Car
The Chris Svensson
Memorial Award

1963 Ford Mustang II
Detroit Historical Society



SPECIALTY AWARD

Most Significant General
Motors Car

1938 Buick Y-Job Concept
General Motors Heritage
Collection



SPECIALTY AWARD

Spirit of Detroit

1970 Buick GSX Prototype
Brad Conley

2022 DETROIT WINNERS



SPECIALTY AWARD

Timeless Beauty Award

1955 Mercedes-Benz 300SL

Marc Dutton

DETROIT CLASS AWARDS

Limited Production GM (50s - 70s)

1969 Pontiac GTO

Phillip Mitchell

Limited Production GM (50s - 70s)

1967 Oldsmobile 442

Trevor Badgley

Sports Cars Italian

1970 Maserati Ghibli - Frank Sinatra

Ernie Boch Jr.

Sports Cars Italian

1974 Lamborghini Espada

Marc and Jane Trahan

Orphan Cars - Studebaker Post War

1950 Studebaker 2R5

Clark Plymale

Orphan Cars - Studebaker Post War

1963 Studebaker Gran Turismo Hawk

John Began

Orphan Cars - Packard Post War

1950 Packard Eight

Packard Proving Grounds

Detroit Autorama

1957 Studebaker Custom Roadster

Paul Jurewicz

Detroit Autorama

1959 Devin Z

Christopher Wright

Sports Cars - American (50's - 60's)

1957 Ford Thunderbird

Marvin Hill

Sports Cars - American (50s - 60s)

1954 Kaiser Darrin

Neal C. Porter

Cars of Woodward Avenue

1971 Plymouth GTX

Frank W. Vaughn, Jr.

Cars of Woodward Avenue

1970 American Motors AMX

Tom Abrams

Cars of Harley Earl

1941 Cadillac 60 Special

Cornelius Darcy

Cars of Harley Earl

1954 Chevrolet Corvair

The Lingenfelter Collection

Limited Production Chrysler

(50s - 70s)

1967 Imperial Crown

Wayne Simonson

Limited Production Chrysler

(50s - 70s)

1960 Chrysler Imperial

Bill Adams

American Classics (Pre-war)

1923 Kissel Model 6-45 Gold Bug

Speedster

Ron and Esther Hausmann

American Classics (Pre-war)

1929 Auburn 8-120 Boat Tail

Speedster

Terry & Rita Ernest

European Classics (Pre-war)

1938 MG SA Tickford Drophead

Foursome

Lee Jacobsen

Limited Production Ford

(50s - 70s)

1956 Continental Mark II

Michael Hurley

Limited Production Ford

(50s - 70s)

1964 Ford Mustang

Art Cairo

European Classics - Modern

1948 Jaguar 3.5 Litre

James Baker

European Classics - Modern

1965 Jaguar E-Type

Series 1 4.2 litre

Jeff Cauley

Supercars

2021 Ford Ford GT Heritage

Lauren Mendelson

Supercars

1981 Ferrari 512 BB

Jeff Cauley

Hot Rods - Midwest

1927 Ford Model T Roadster

Bill Jagenow

Hot Rods - Midwest

1933 Ford Model 40

Cory Taulbert

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120 YEARS OF BUICK

David Buick gave the marque his name, but he died penniless

BY JEFF STORK

If Final Jeopardy! were to use Automotive History as a category, this might be the clue: This automaker rose to prominence at the hands of a man who was not its founder and brought prosperity to a city that was not its birthplace. Both the founder and its early champion would die in obscurity and near poverty 18 years apart, but the nameplate itself would remain in business 12 decades later.

The correct response, of course: What is Buick?

Featured at last year's Detroit Concours, the Buick that launched the concept car genre: the 1938 Y-Job (right). Harley Earl's follow up, 1951's Buick LeSabre (left), sits along side it.

Josh Sweeney



False Starts and First Success

David Dunbar Buick was more of an inventor than a businessman and was known for possessing a finite attention span. Along the way he managed to invent the process for porcelainizing bathtubs, and that brought him some financial success. By then he was interested in stationary engines, so in 1900 he sold his share of the plumbing business and founded the Buick Auto Vim and Power Company in Detroit. Once his own funds were exhausted, he founded another company, the Buick Manufacturing Company, followed quickly by the Buick Motor Company in 1903, each with a different set of investors. This time they managed to produce a running automobile, but by then the money was gone. A prominent wagonmaker in Flint (68 miles northwest of Detroit) agreed to purchase the struggling company in 1904; the Buick Motor Company moved to Flint to be reorganized one final time as the Buick Motor Company of Flint. Flint millionaire William “Billy” C. Durant stepped up with additional financing and took control of the young company. His aggressive style conflicted with that of the founder, and David Buick departed in 1906. He would seldom be heard

from again and died penniless and largely forgotten in 1929.

Buick’s first great success came in 1908 with the introduction of the Model 10, a jaunty two-seater finished in a sporty off-white color called Buick Gray, with lots of brass trim. It featured a four-cylinder, valve-in-head engine with a two-speed planetary transmission. Priced at \$900, it included acetylene headlamps, oil taillamps, and a bulb horn. This price point was significantly less than prior Buick models and it fit into a sweet spot that made it an immediate success. In excess of 4000 vehicles were produced the first year alone—sales more than doubled the next year, to 8100, and topped 10,000 in 1910. The success of the Model 10 made Buick the second-largest automaker in the U.S. at the time and provided the funding for Durant’s creation of General Motors in 1908. But Durant was better at creating things than managing them: Wildly overextended, GM was bailed out by investment bankers in 1910, and they showed Durant the door. By then, the Ford Model T was capturing much of the lower-priced market; the Buick Six was introduced in 1914 and Buick focused on the larger offerings.

Top left: David Dunbar Buick, William C. Durant, and the Model 10. Introduced in 1908, the Model 10 put Buick on the map.

Roaring Twenties and Roller-Coaster Thirties

Buick continued in an upmarket direction in the Roaring Twenties, but its champion did not. Durant had created Chevrolet and used its financial leverage to regain control of General Motors in 1918. It was not to last, however, and the recession of 1920 caught him off guard. GM stock plummeted, and Durant exhausted his personal fortune trying to support it. In the end, he was bailed out by the du Ponts, but the price was his exile: Durant departed General Motors on November 30, 1920, never to return.

Buick, on the other hand, escaped relatively unharmed. The four-cylinder models were phased out in 1924, followed the next year by the legendary Master Six, which was offered in a range of styles that even included an open-front town car. A totally redesigned 1929 model with controversial “pregnant” convex body styling was poorly received and ill-timed to boot. It was the beginning of a rough decade for the entire nation. The auto industry was no exception, and the next few years would see sales tumble. A junior companion called the Marquette was added for 1930, but it failed to prosper and was discontinued after one model year.

The product took a positive turn for 1931, with a series of brand-new straight-eight engines appearing in a revamped model line. The Series 50 featured a 220-cubic-inch straight-eight engine; the Series 60 had a 272-cubic-inch version; and the formidable Series 80 and 90 were fitted with a 344-cubic-inch monster. The Series 90 was a truly majestic car and fully a rival to the finest on the market, making more than a few executives at GM’s class-topping Cadillac marque nervous. But the economy was treacherous, and sales continued to slide, bottoming out in 1933 at a miserable 40,620 cars, the division’s lowest since 1914. There was serious conversation about discontinuing the marque.

Son of Model 10

Cooler heads prevailed in 1934, and they took a lesson from their earlier success: the introduction of a new, low-priced model called the Series 40. Very much in the spirit of the Model 10, the Series 40 featured Buick quality in a smaller car with a lower price point; the sedan bore a price tag of \$925 when a majestic Series 90 sedan was priced at \$2055. Sales immediately rebounded—almost doubling to 78,757—but there was still a lot of rehabilitation needed.

The redesigned 1936 Buick line featured streamlined styling. It helped Buick recover from the depression of the early 1930s.

Gendreau Collection/Getty Images



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No owner gives his car in years, the punishment the Buick car just takes its loads.

Efficiency and economy insure Buick's low cost for the operation of the loads of the Buick, engineering and experimental department each working morning of the year. This is the Buick "economy of use." In the previous twenty-four hours each of them had added from 300 to 500 miles to the mileage on its equipment.

This and right these cars go. Not on the highways where untamed speed is impossible, but on the highways of the great General Motors Proving Ground. Here every highest condition is provided, hills, curves, straightaways, gravel, pavement. Sometimes, when Buick engineers desire particular information as to performance in different parts of the country, the Buick fleet goes where the conditions required is to be found.

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Buick engineering believes in advance. Test, not guess, is the basis for certainty. An improvement suggested is adopted early when the test cars prove its value.

The other day, year after year, they drive on and on. 3,000 miles a day, 1,300,000 miles a year, these cars will be ready for use. This, that where Buick may be an example of how well a motor car can be built.

Remember for the practical laboratory of the road is one big reason why Buick sells its motor car advancement. 3,000 miles a day, devoted to test, means four Buicks!

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Efficiency and economy insure Buick's low cost for the operation of its loads of the Buick engineering and experimental department each working morning of the year. This is the Buick "economy of use." In the previous twenty-four hours each of them had added from 300 to 500 miles to the mileage on its equipment.



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And people nowadays are asking for motor cars that will stay good longer. Sensible economy! There are more years of better service in the Better Buick. The long-lasting life of Buick is big reason why more than a million are in use today.

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WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

The Better Buick

Buick advertising in the 1920s positioned the car as part of a successful lifestyle. The famous slogan appeared in ads around 1920.

Both Buick and the economy recovered as the decade progressed. The numeric model designations were replaced by names in 1935, when Special, Super, Century, and Limited entered the vocabulary. The redesigned 1936 line was a huge success, with nearly 180,000 cars sold and the introduction of the iconic Roadmaster nameplate. Also in 1936, Buick began its long association with Kudner Advertising, which launched with a hard-hitting ad campaign. Kudner and Buick would see great success together for more than 20 years.

Hitting Its Stride

Sales increased steadily in the late 1930s, and in 1938 Buick achieved fourth place in sales for the industry, a position that the carmaker would hold, with only one exception, through 1953. A particular high point of 1938 was the debut of the Y-Job. Often referred to as the industry's first concept car, it was a low, two-seat convertible coupe on a Roadmaster chassis that accurately predicted the styling of the postwar models. The Y-Job featured such innovations as concealed headlamps, front fenders that flowed into the doors, a tapering boattail, and a power-operated convertible

top that disappeared underneath a steel cover. At a mere 58 inches high, it was dramatically lower than contemporary cars and no running boards were needed. The Y-Job has had some minor modifications over the years but remains in the possession of General Motors to this day and is believed to be the most valuable Buick in existence.

Buick closed out the decade in a much stronger position than it entered. Revised 1939 styling featured a waterfall grille, which raised some eyebrows, but Buick remained solidly in fourth place. A quick front-end redesign for 1940 with a bold, divided die-cast grille and sealed beam headlamps was just the ticket, with a flurry of advertisements proclaiming, “Best buy’s Buick!” Buyers responded indeed: Sales reached an all-time record of 310,000 units.

War Clouds

War was on the horizon when the 1941 model made its debut. It featured a further refinement of the 1940 design with a bolder grille and bumper, and optional rear fender skirts. The ads called it the “Best Buick Yet” and they meant it, with optional compound carburetion on all but the Special, and even a catalog of custom bodies for the Limited. The bodies were constructed by Brunn and made a strong play



Buick celebrated its 50th anniversary in 1953 with an all-new, valve-in-head V-8 engine and with the limited-production Skylark convertible. At a cool \$5000, it was Buick’s most expensive offering.





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for what remained of the ultraluxury market—perhaps too strong a play for sister Cadillac’s liking. One ominous option appeared that year: a five-band Super Sonomatic radio that could pick up European radio broadcasts, as what happened abroad became increasingly of concern to Americans.

The restyled 1942 models were scarcely out of the gate when America entered World War II. Civilian passenger-car production ended on February 2, 1942, and Buick quickly shifted to war production. All in all, Buick produced more than 30 military products, ranging from more than 10 million 20-mm shell bodies to Hellcat tank destroyers. It even produced cylinder heads for aircraft engines as well as complete Pratt & Whitney aircraft engines.

Postwar Prosperity

After the cessation of hostilities, demand for automobiles was intense, and manufacturers rushed to restart the lines. Buick face-lifted its 1942 lineup, simplified the model selection, and started up the production lines. Sales dipped to fifth place in 1946, outproduced by Dodge by a grand total of 48 cars, but Buick resumed its customary fourth place in 1947 and remained there until 1954. The carmaker introduced its Dynaflow automatic planetary transmission for 1948 and demand for it was strong; more than 85 percent of Buicks would be so equipped within two years. A 1949 restyle introduced the legendary portholes on the front fenders. Inspired by the military aircraft engines of World

In 1954, Buick sold more than 444,000 cars and moved up to third place in the industry.



A totally redesigned 1959 model was both attractive and futuristic, with enormous delta wing fins, but sales still dropped.

Photo courtesy General Motors



Introduced in 1963, the Riviera would debut to critical acclaim. The announcement ad called it “America’s Bid for a Great New International Classic Car.” It told the truth: the Riviera was pretty much hailed as an instant classic.

War II, they became a Buick style icon. A pillarless hardtop coupe called Riviera was introduced that spring and brought with it the distinctive sweep-spear side trim that became a Buick styling trademark.

Buick celebrated its 50th anniversary in 1953 with two milestones: a brand-new V-8 engine for senior models and a limited-edition luxury convertible named Skylark priced at a lofty \$5000. The Skylark featured high wheel cutouts to show off its genuine wire wheels, dipped doorsills, and a two-tone leather interior. Despite the high price, 1690 of them found buyers.

The 1954 Buick was completely redesigned inside and out, with V-8 power across the board. The cars featured squared-off lines, a wraparound windshield, and just the beginning of tailfins on the tall square rear fenders. It was an exceptionally handsome car. Kudner’s marketing hit it on the nose with ads for “The Beautiful Buy.” The public went wild, buying more than 444,000 cars and moving Buick up to third place in the industry. Buick would remain there in 1955 when an enthusiastic market pushed the carmaker to an all-time record of more than 780,000 sales. The market softened in 1956 but Buick, in the third year of its design, held on to third place.

Big Fins and Small Sales

The redesigned 1957 model was very attractive, but sales were off 30 percent; in addition, the economy had softened, and the redesigned Chrysler products were very dramatic and well received, putting GM in a panic. The car conglomerate responded with a heavy-handed application of chrome ballast for 1958. General manager Edward Ragsdale described them as “dazzling,” but the public wasn’t dazzled. Buick dropped to fifth place with sales volume approximately one-third of 1955 levels, and they continued to drop.

A totally redesigned 1959 model was both attractive and futuristic, with enormous delta wing fins, but sales dipped by an additional 20,000 units and Buick fell to seventh in the industry. The car was new stem to stern, and even the model names were new: LeSabre, Invicta, and Electra. Also new was the ad agency: The long affiliation with Kudner came to an end as McCann-Erickson was brought on board. Its new slogan touted the batwing Buick as “THE Car,” in what might have been the only moment of understatement of the model year. The styling might have been too radical, and the Eisenhower recession certainly didn’t help, but Buick was in trouble.

A face-lift for 1960 had little effect: The market started to



recover but Buick didn't, and it ended the year in ninth place. Two items worth noting that year are the introduction of the legendary tri-shield badge—which endures in the same basic form to this day—and a durability stunt at Daytona in which a new Invicta traveled 10,000 miles in 5000 minutes. Because of GM's ban on racing, the 120-mph average speed was downplayed, and Buick reliability was stressed.

Special Delivery

Buick started on the road to recovery with the introduction of the compact 1961 Special. The new, small Buick, offered in sedan, coupe, and wagon body styles, strongly resembled the full-size 1961 line. It featured unitized construction and a brand-new engine: an all-aluminum, 215-cubic-inch V-8 that would go on to have a long life of its own in Europe after its Buick career was over. A mid-year addition was the upscale Skylark sport coupe. The new compact line, advertised as “The Best of Both Worlds,” was an instant hit, selling nearly 85,000 cars the first year. Sales were improving, and Buick passed Dodge for eighth place. Another engine was added for 1962 that would have future significance: a 198-cubic-inch V-6.

Sales continued to recover, and Buick climbed up two notches to sixth place. And the marque was about to take a distinctly European turn.

Swinging Sixties and Riviera

Bill Mitchell's team hit a home run. They designed a long, low, razor-edged sports coupe that Mitchell described as “Ferrari-Rolls-Royce.” He intended it for Cadillac—but Cadillac wasn't interested. Buick sure was. It brought in its new ad agency to prepare a pitch to the directors to snag the new coupe, and the pitch worked. Buick would name the car “Riviera,” and it would debut to critical acclaim for 1963. The announcement ad called it “America's Bid for a Great New International Classic Car.” It told the truth: the Riviera was pretty much hailed as an instant classic. In addition to its own sales, Riviera cast a halo over the balance of the Buick line.

Youthful improvements were made to other lines as well. The Invicta was renamed Wildcat in 1963, the compacts were upgraded to intermediates for 1965, and a performance Gran Sport model appeared for 1965. Young women in Carnaby Street fashions populated the ads and brochures, as Buick

Ads hailed the 1965 Skylark Gran Sport “A Howitzer with windshield wipers.” With a 400-cubic-inch V-8, the car launched Buick in a performance direction during the youth-oriented 1960s.

Photo courtesy General Motors

positioned itself as upscale and hip, and proclaimed itself “For Young People of All Ages.” A restyled 1965 full-size line made hardtop coupes into enormous fastbacks, while a second-generation Riviera featured concealed headlamps and a steeply sloped fastback roofline.

The big news in 1967 wasn’t as much the car as the promotion. The Buick ’67 brochure may be the most expensive ad publication in automotive history—described as a “Magazine for the In Crowd,” it had a table of contents and feature articles. Its pages were filled with top sports figures, supermodels, and no fewer than 14 Hollywood movie stars posing inside the cars. Cornel Wilde sat in the Riviera and Charlton Heston got the Electra 225; David Janssen is probably still fighting with his agent over being stuck in the base Special. It was wildly creative, devastatingly expensive, totally over the top, and by legend got the creative director fired. In other words, Buick never did anything like it again.

Have a Nice Buick

The ’70s started out strong: 1971 saw a fully restyled, full-size line featuring fuselage-inspired body sides and curved glass; the standout was the dazzling new Riviera. With a razor-sharp prow and a prominent boattail featuring curved rear glass, it shared no exterior sheetmetal with any GM cars. But an energy embargo in 1973 and a competing trio of fuel economy standards, bumper regulations, and strict emissions laws made it a crazy time for the industry. Seeking fuel efficiency, Buick returned to the arena of compacts with the introduction of the Nova-based Apollo in mid-1973. And an old friend returned: Buick bought back the tooling for its V-6 from Jeep,

bored it out to 231 cubic inches, and reintroduced it for 1975. It was standard in the new Skyhawk, Buick’s smallest car in literally decades; it was also fitted to the Skylark and the sporty Century and Regal. The V-6 would go on to become the mainstay of the Buick line in the ’80s. As a foreshadowing, a turbocharged version would power the Century pace car for the 1976 Indy 500. The full-size cars were downsized for 1977 to much fanfare, while the intermediates followed a year later. The Regal coupe was well received, but the fastback Century Aerosedan was a swing and a miss. But once revised into a notchback sedan inspired by the Cadillac Seville, the Century went on to become a solid seller for 1980.

Bad to the Bone

Once Buick had its old V-6 back from Jeep, it set about improving it. The so-called “popcorn popper” went to even-firing order in mid-1977, thanks to a redesigned crankshaft, and a turbocharged version was introduced in 1978. But Buick was just getting started. A fuel-injected option appeared for 1984 and led to one of the most famous Buicks of all time: the Grand National. With a fully blacked-out exterior and a TV spot set to “Bad To The Bone,” by George Thorogood and the Destroyers, the black Buick embarrassed a lot of exotic cars with its rocketlike acceleration. *Car and Driver* tested one and it went from zero to 60 mph in an amazing 4.9 seconds.

But it didn’t last long: the rear-wheel-drive Regal upon which it was based was phased out after 1987. The limited-edition GNX sent it out in style with flared fenders, honeycomb wheels, an upgraded turbocharger, and a

The Grand National marked a dramatic return to performance. Billed as “the hottest Buick this side of a banked oval,” the Grand National featured a 200-hp turbo V-6.



Barrett-Jackson/Getty Images

Buick has announced the return of the historic Electra nameplate to be worn by a series of electric cars beginning in 2024 and an all-electric lineup by 2030.



low-restriction exhaust, among other enhancements. Billed as “The Grand National to End All Grand Nationals,” a total of 547 were produced.

After that bright moment, the stage lights dimmed. A series of disastrous corporate decisions, including but not limited to missteps by the infamous Roger B. Smith (of Michael Moore’s 1989 documentary film *Roger & Me*) and Ron Zarrella, left Buick as little more than a nameplate on an increasingly generic series of unibody front-drive sedans. The last Flint-built Buick, a LeSabre Limited, rolled off the Buick City assembly line in May 1999. The entire 360-acre complex has since been reduced to rubble. Even the former Buick headquarters—the once-proud, white marble “Taj Mahal” of 1966—has been demolished.

Future Directions

And yet the marque endures. The best-selling market for Buick is no longer America’s heartland, but rather China. In an unexpected turn, Buicks produced in China are now being exported for sale in the United States. The current lineup consists of three crossovers, all with names beginning with “E.”

But it’s a fourth E—Electra—that shines a light on the future. Buick has announced the return of the historic nameplate to be worn by a series of electric cars beginning in 2024 and an all-electric lineup by 2030. Such a transformation brings to mind the possibility for a rebirth as consequential as the one that began in 1961. Here’s hoping that it will make Buick’s “Baker’s Dozen” decade its most important yet. //

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DESIGNS OF GORDON BUEHRIG

From Auburns to Cords to Duesenbergs, Buehrig touched all.

BY BRANDON J. ANDERSON

Gordon Miller Buehrig was born in Mason City, Illinois, on June 18, 1904, the son of Frederick, a cashier for the Central Illinois State Bank, and Louise Miller Buehrig. As a boy, Gordon thought that horses were “a terrible way to get around” and, in his words, “became a car nut.” Buehrig told the Sun City Arizona Citizen in 1980 that, “At the age of 10, I decided I wanted to be an automobile designer. I had no desire to do anything else.” And design he did!

After graduating high school in 1922, Buehrig enrolled in liberal arts at Bradley Polytechnic in Peoria, Illinois, where he was expelled from a chemistry class for drawing cars in his notebook. Asked in 1972 for his 50th class reunion program what he remembered most about his high school years, Buehrig listed six different car models in town and their Mason City owners.

After a year at Bradley, Buehrig moved in June 1923 to Chicago to be in the city, drive a Yellow Cab (he could not

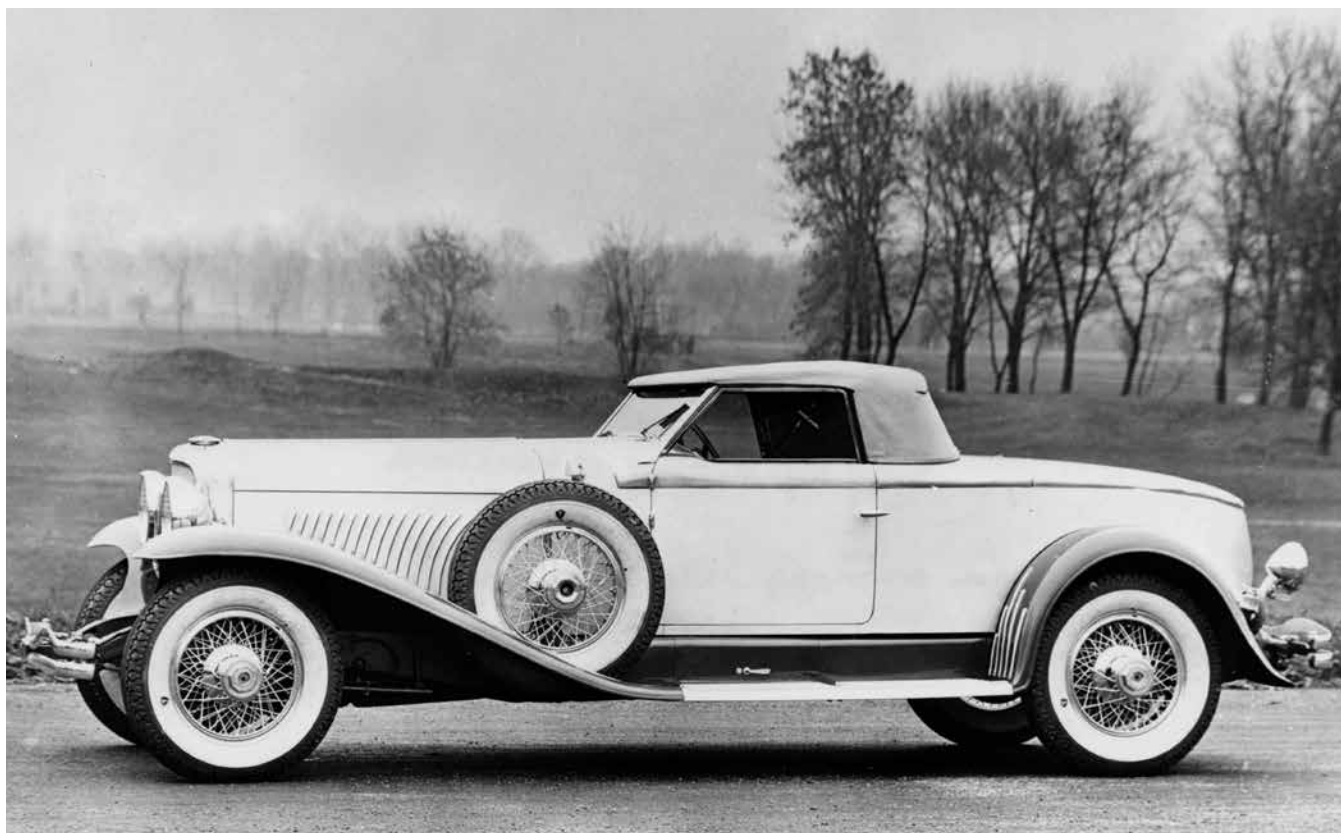
afford a car) and began learning how to pursue his dream of becoming a car designer. During an appointment at the custom-body firm of C.O. Kimball, Clarence Wexelberg advised him to go back to school for hands-on training. In January 1924, he returned to Bradley for a semester of courses in drafting, wood shop, metal shop, and art, then left school and moved to Detroit.

Buehrig's career began in November 1924, earning 40 cents an hour as an apprentice for Gotfredson Body Plant in Wayne, Michigan. He was 20 and the industry was in its heyday of small automakers, independent coachbuilders, and component manufacturers. Gotfredson was building bodies for Wills Sainte Claire, Peerless, and Jewett. Working as a detailer and on the blueprint machine, Buehrig learned about composite bodies – wood-frame construction with steel or aluminum paneling.

In January 1926, Buehrig upped his status, moving to Dietrich Body Company in Detroit as draftsman under the legendary Raymond Dietrich. Later, Gordon worked briefly for body manufacturer Edward G. Budd Company. In January 1927, Buehrig moved to Packard as a body draftsman,

largely doing full-size body-panel drawings. While at Packard, Buehrig met Frederick J. Hooven from Dayton, Ohio, who became one of his closest friends. Hooven recommended Buehrig read the French architect Le Corbusier's 1923 book, *Towards a New Architecture*, a treatise covering the architect's design concept form follows function. Le Corbusier's viewpoints helped shape Buehrig's own theories of design. At key times in his career, Buehrig's design work typically provided solutions to engineering challenges, made use of materials or auto body parts "on hand," and also contended with critical time and financial constraints.

In October 1927, Buehrig accepted an offer, despite a pay cut, to join Harley Earl's new Art and Colour design section at General Motors. Buehrig's first assignment: the instrument panel of the 1929 Buick. Thrilled with his new Buick, purchased in August 1928, he named it "Darling" and drove it whenever possible. Buehrig also realized that his \$80-a-month car payments left him little to live on and he was reluctant to ask Harley Earl for a raise. An interview with Stutz in Indianapolis led to new employer, a pay increase, and the position of chief body designer. He designed boattail



A 1930 Duesenberg J-249 Torpedo Convertible Coupe built by the Walter M. Murphy Company. This car is one of just six produced with polished aluminum rear deck.



Gordon Buehrig's most influential design was for the Cord 810. It has been called America's most beautiful automobile.

Gordon Buehrig in his design studio at Duesenberg in Indianapolis around 1930, surrounded by the tools of his trade and a drawing compass in hand.

bodies with fenders and headlights for three Stutz entries in the 1929 French classic, the 24 Hours of Le Mans race. He found work on racecars exciting because of the weight issues, and, as he noted, "You're very limited on compound curvature when you were working with stretched fabric."

After quitting General Motors on November 28, he drove to New York with Jack Keegan, a colleague from Dietrich. At the 1928 Auto Salon in the Commodore Hotel, Duesenberg introduced its highly customized line, the Model J. Buehrig later recalled, "A LeBaron Phaeton and a Murphy Convertible Roadster... were the two that caught my eye. Of course they were the hit of the auto show."

On June 10, 1929, Buehrig started working as body engineer and designer at Duesenberg in Indianapolis after meeting with sales vice president Harold T. Ames. About to turn 25, Buehrig was realizing his dream of designing cars for the fastest, most prestigious, and luxurious American car.

The first Buehrig-designed Duesenberg was a close-coupled coupe on a short-wheelbase chassis for Minneapolis industrialist Shreve Archer. It was built by Judkins, as was his second design, a five-passenger coupe. Even in these

early designs, Buehrig's sense of proportion and understatement were evident. His first popular Duesenberg design, the Beverly Sedan, was built by Murphy and Rollston. Another stellar Buehrig design, planned for display at the 1933 Chicago World's Fair, was a Rollston-built Berline with the rear styling of a Torpedo Phaeton. It was a sensation at the fair and named the "Twenty Grand" for its price tag of \$20,000.

While working on a special project at Duesenberg in 1934, Harold T. Ames gave Buehrig the assignment to rework the 1934 Auburns for the 1935 model year. Ames' instructions called for a longer hood to make the car look more powerful. Ames liked the initial design and Auburn produced a full-size clay model in two weeks that also had a new radiator grille; new hood louvers; and smaller, better headlights. The 1935 Auburn line was introduced in August 1934 and was a styling success.

With a new Auburn already on the market, Ames felt that Auburn should have something spectacular for the 1935 New York Auto Show. "Ames asked me if I thought we could use one of the 100 or so bodies left over from the 1933 speedster at the Union City Body Company and cobble-up a



The 1935 Auburn 851 Speedster, designed by Gordon Buehrig and photographed at the front entrance of the Auburn Automobile Company administration building in Auburn, Indiana.

speedster,” Buehrig wrote. “We used the center part of the body, set a new radiator and grille up, which established the hood line, and designed the fenders and cockpit so the whole back end was new.” With design detail from earlier Duesenberg speedsters, “the Auburn turned out to have much better proportions than the Duesenberg, and it became a very pretty automobile.” The Auburn 851 Speedster has since become one of the era’s most prized and enduring designs.

In early 1934, Buehrig permanently moved to Auburn while the company was shifting to a redesigned front-wheel-drive car for Cord. Buehrig’s design team worked on a quarter-scale model over the summer then completed the Cord design so that full-size body drafts and die models were pretty well finished. The car would be introduced in the fall of 1935 at the New York Auto Show and would be known as the Cord 810.

Buehrig attended the New York Auto Show opening and recalled, “The car was a sensation and they got lots of orders.” Press reports described crowds around the Cords such that people actually stood on other show cars to get

a glimpse of the low, streamlined front-wheel-drive Cord without running boards or a conventional grille, with disappearing headlights, sculpted fenders, a “disappearing” convertible top, bold horizontal louvers around the hood, and an array of engineering innovations. Reviewers speculated that the Cord would influence automotive engineering and design for years to come.

With the Cord project complete, including some work on the 1937 line, Buehrig started looking for a new job. In September 1936, he left the Auburn Automobile Company after three and a half years. In 1945, Buehrig returned to automotive design and was hired to manage Raymond Loewy Associates’ South Bend, Indiana, studio designing Studebaker’s postwar line. The 1947 line was a success, but after Studebaker maneuvered to oust Loewy, Buehrig was advised to resign.

However, while at Studebaker, a group of investors led by Russ Sceli of Hartford, Connecticut, asked Buehrig to design a sports car suitable for a European-type sports car race at Watkins Glen, New York. Buehrig became an investor and,



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The 1948 Tasco Prototype displayed at the Amelia Island Concours d'Elegance in 2021.

with the design approved, oversaw production of a prototype. Development of the prototype cost \$57,000. The TASCO (TASCO stood for The American Sports Car Company) goal was a production car priced around \$7500. Only the one prototype, which is on display at this concours, was built.

The TASCO roof featured clear, removable panels of Plexiglas, called the “T-top,” which Buehrig patented in

1951. After building a prototype on a Ford Thunderbird, he tried unsuccessfully to sell the idea to a major manufacturer. Thus, he was stunned to see the concept introduced without credit by GM in 1967 on its 1968 Chevrolet Corvette while his patent was still in force. Thinking the amount modest, Buehrig asked GM for a \$100,000 patent-infringement settlement, hoping to recoup money for TASCO investors. In

1968, he reluctantly accepted the company's offer, which, although undisclosed, is believed to be a small fraction of his original amount.

In August 1949, Buehrig moved from South Bend to Dearborn, Michigan, pleased to join the Ford Motor Company. Buehrig was to lead the Body Development Studio, the group responsible for creating station wagons and convertibles from standard sedan bodies. Buehrig's first assignment, a pillarless two-door "Hard Top" became the 1951 Ford Victoria. Buehrig's group was asked to create a metal station wagon patterned after the wood-paneled models. They did so, but also proposed a wagon that did not copy the "woodie." Introduced as the Ranchwagon in 1952, it increased annual Ford's station wagon sales fivefold.

After a promotion in 1952 from Ford Styling to Lincoln-Mercury Product Planning, Gordon Buehrig was named chief body engineer for the Continental Mark II project. Ford management wanted a Continental that would replace Cadillac as American's finest prestige car. One insider referred to it as "a revival of the Duesenberg concept." The car, which debuted at the 1955 Paris Auto Show, is considered one of the most tasteful designs of the 1950s, with a long hood, low deck, and minimal chrome. It was luxurious and deliberately expensive at \$10,000. Price and perhaps timing limited sales and only 3000 were built.

Buehrig retired from Ford Motors on July 23, 1965, and with typical whimsy, planned a champagne event around disabling a Baby Ben alarm clock from his Stutz days. Under a big hydraulic press, the little clock's bell stopped ringing as the press came down, but the steel clock itself proved uncrushable. For its owner, it was retirement in name only.

Gordon Buehrig's work during his tenure with Duesenberg, Inc., and the Auburn Automobile Company is what sets Auburn, Cord, and Duesenberg automobiles apart. The timeless styling of these automobiles is what makes them extraordinary. They were technologically advanced and performance-based, but without sterling good looks to back them up, they would have been just another group of cars to go into oblivion during the Great Depression. These automobiles are revered as works of art and as rolling sculpture. It is due to Gordon Buehrig's work in Indianapolis at Duesenberg and for the Auburn Automobile Company that this is the case.

As chief body designer for Duesenberg, Buehrig was able



The TASCO features a 1947 Mercury V-8 engine modified with an Ardun overhead cam conversion good for 150 horsepower. The car has a three-speed manual transmission and push-button start.



Gordon Buehrig at an Auto Show unveiling the Buehrig Motor Car. It was based on a Chevrolet Corvette and was intended to have a limited run of just 50 vehicles.

to give the cars individual personality. Prior to that, the bodies built by a particular body maker looked too similar when used by different chassis manufacturers. With Duesenbergs selling at prices significantly higher than the competition, the company needed to have its cars look distinctly different. With Buehrig's skill as a body engineer, he could ensure that Duesenberg bodies were unique. His design work for the Derham Tourster, the Weymann Speedster, and the Murphy Beverly rank among the finest designs of the custom-body era. They helped to establish Duesenberg as the indisputable "king of the road."

When Buehrig was asked to redesign the Auburn line for 1935, he masterfully changed the front-end sheetmetal and fenders. The result was the transformation of the line into a stunning design. The capstone of this line of cars was the 1935 Auburn 851 Speedster. Starting with leftover

bodies from Alan Leamy's 1933 Auburn Speedster, Buehrig designed the most timeless and stunning Auburn design of them all. It was perfectly balanced from every angle and is still in production today as a replicar.

Gordon Buehrig's most important and influential design was for the 1936 Cord 810. Time and time again, it has been called America's most beautiful automobile. It is more than that, however. More than 30 features of that automobile have become standard in the industry. Body design, it seems, has always been governed by rules and guidelines. These rules tended to change from one era to another, but the designers knew the basic guidelines. Buehrig disregarded the rule book when he designed the Cord 810. The result was not only iconoclastic, it was beautiful. The Cord 810 rewrote the rule book and set the stage for the modern automobile. //

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120 YEARS OF HARLEY-DAVIDSON

The Rich Heritage of America's Motorcycle

BY JOHN P. LAWLESS

Building its first motorcycle in 1903 ranks Harley-Davidson among the oldest motorcycle brands continuously in production. French manufacturer Peugeot built its first motorcycle in 1898, beating Harley by five years, but today it only produces scooters and three-wheelers. Royal Enfield also has a long history, like Indian, Norton and Triumph, but they all have had interruptions in production or were re-started by new owners. That means that Harley-Davidson can stake a

valid claim to that title. Moreover, a company that survived two world wars, numerous economic upheavals and management changes yet remains true to its roots has credibility that cannot be bought. It must be earned.

The Harley-Davidson name still ranks in the top 100 most recognized global brands at a time when tech companies such as Apple, Google, and Facebook dominate. Harley remains among the few brands at 120 years that still has relevance to its original mission, producing motorcycles that

are unique to the American experience. Through the ups and downs, the good and the bad, Harley still rules the roost, particularly when it comes to big V-Twin engines. If imitation is the sincerest form of flattery, then that's all you need to know about the competitors who took inspiration from the unique Harley sound, look, and style. It's been true for over 100 years and remains so today.

Let's focus on the Harley-Davidson collectability through some of their most interesting models. Older Harley-Davidson models are frequently seen at auctions around the world because they remain desirable and usable even today. The usual collector vehicle caveats apply when investing: first year models, special factory versions, condition, rarity, authenticity, style, and desirability are key. Additionally, motorcycles with documented provenance of notable racing history or celebrity ownership can substantially increase the value of the motorcycle.

Harley-Davidson 7D (1910–1911) One cannot overstate the importance of the first Harley-Davidson single-cylinder models that established the brand and helped create a following for the Milwaukee-based company. From 1903–1909, Harley only offered single-cylinder models that evolved into easy-to-use, reasonably priced machines. These Silent Gray Fellows were the foundation which enabled Harley-Davidson to expand manufacturing becoming one of the most

respected names in American motorcycling culture.

By the time Harley offered its first V-Twin in 1909, the model 5D, its competitors were already thinking ahead. While the first multi-cylinder motorcycles were not made in America, Indian Motorcycle, built by Hendee Mfg. Co., debuted its first V-Twin racer in 1904 and offered a production version by 1905. Pierce offered the first American four-cylinder-powered motorcycle in 1909, based on the FN which was made in Belgium. It was the arrival of the model 7D, which utilized a 49.48-cubic inch V-Twin engine in 1911 that really changed the ultimate direction of the company. At \$300, it was very expensive for the average motorcyclist. Consider that a Ford Model T cost roughly \$680 at the time and would eventually sell for as low as \$260 in the mid-1920s. Improvements made to the larger 61-cubic-inch Model X8D the very next year created a pattern of evolution rather than revolution that would be part of the business plan for The Motor Company that would endure.

Harley-Davidson 8 Valve Racer (1916–1928) It was the domination of Indian Motorcycle Company's racers in the period before World War I that spurred Harley-Davidson into action and to get serious about factory-built racing machines. Indian swept the podium at the 1911 Isle of Man Tourist Trophy races (the TT) and dominated American board-track racing. Indian created an 8 valve racer in

In the days when racing in America meant competing on oval dirt tracks or the high banked boards of the Velodromes, the 8 Valve racer was a sleek and purposeful winning machine.



Photo courtesy Mecum

1911 leaving its rivals in the dust. It took some doing, but William Harley finally convinced the Davidsons of the merit of a full-factory effort to regain glory and prestige. William Ottaway was recruited from Thor (another early American racing rival) to design the racer. At \$1500 when new, it was beyond the means of most privateers to buy and maintain these exotic machines. Production continued until 1928 with somewhere in the order of 30–50 units made in total.

Harley-Davidson JD Twin (1925–1928) Unlike the road-going Harley-Davidson models that preceded it, the JD was lower, using smaller-diameter tires and a seat that was positioned more forward than previous designs for better handling. The 74.66-cubic-inch F-head V-twin engine could propel the streamlined roadster to 60 mph. Retailing for \$335 when new, it was similarly priced to other motorcycles in its class, but the ever-decreasing price of a Ford Model T meant that the JD cost just a little more than the family car. It meant that now, more than ever, a solo motorcycle was seen as a sporting vehicle, not a primary transportation for the family man. Law enforcement and post offices purchased Harleys in great numbers, adding to their high profile across America.


Harley-Davidson EL (1936–1947) The legendary OHV 61-cubic-inch “Knucklehead,” so-called for its polished rocker boxes that resembled a closed fist, was launched in the later years of the Great Depression when motorcycle sales were sluggish at best. The art deco-inspired styling means these are some of the most beautiful motorcycles of their time. The new duplex frame offered better handling than its predecessors and used a recirculating oil system instead of the constant loss designs. While not oil-tight, it kept most of the oil in. Top speed for the road models was now 95 mph, although racer Joe Petralli was clocked at 136 mph at Daytona Beach, Florida, in 1937.

Harley-Davidson WLA (1941–1945) Some 88,000 WLAs, a 45-cubic-inch Flathead (W) High Compression (C) Army (A) powered Harley were built during the second world war, a tenfold increase over what Harley built for World War I. They were specifically for military use in conflicts around the globe. At 545 pounds, the Harley-Davidson WLA was no lightweight, but it was capable, reliable, and trusted by the troops that used it.

Harley-Davidson FL-FLH (1948–1986) Introduced in 1948, the FL featured a 74-cubic-inch overhead valve (OHV) Panhead engine with hydraulic lifters that ensured better cooling and consistent valve adjustments. Now making 60



The American Motorcyclist Association Class C racing was dominated by Harley-Davidson in the 1950s and 1960s. Harley ruled the roads the Big Twins (top three) and the launch of the lightweight Sportster in 1957 (above).



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The Spirits Business Vodka Masters 2023 was represented with 115 entries from over 60 brands around the world, with 8 Mile Vodka walking away with a Master medal in the Super Premium Category, the highest medal awarded.



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Best of Class & Double Gold Medal for Taste

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Harley launched the XR-750 in 1970, but it was not an instant success. It took alloy-barrel engine modifications to put it on the top step of the podium at tracks across America.

horsepower, it was capable of 105 mph. The Hydra-Glide would be the last big Harley to use a rigid chassis. In 1958 Harley introduced the Duo-Glide with front and rear suspension. These were followed by the new Electra-Glide in 1965 which featured electric starting. These were subject to continual improvement until the FL series frames were dropped in 1986. The iconic Electra-Glide name lived on long after that with numerous variations that offered the touring rider a comfortable platform on which to see the USA in comfort and style.

Harley-Davidson XL Series (1957–1985) The Iron-head Sportster was introduced in 1957, but the range was expanded to include the XLH and XLCH in 1958. The increase in performance meant that the Sportster could run with the fastest of the British and German twin-cylinder machines. The XLCH was now capable of more than 115 mph, and it could smoke the rear tire when the traffic light changed to green. While it's hard to believe the XLCH could be used as an off-road scrambler, it was more than capable of that task.

In 1962, the XLR version of the Sportster moved the needle even further in the high-performance stakes. Much like the Big Twin FLH series, variations of the Sportster live on even today. Harley breathed new life into the Sportster with the introduction of the Evolution engine in 1986.

Harley-Davidson XR-750 (1970–1985) Following in the footsteps of the legendary Harley-Davidson KR 750, the XR-750 was designed with one purpose in mind: to win races. It did not accomplish this when launched, so the iron cylinders were dropped in favor of an alloy engine with twin carburetors and high pipes that exited on the left. This made the XR-750 both fast and predictable on the flat oval dirt tracks of America. Making 90 horsepower and topping out at 130 mph, the XR was the undisputed King of AMA flat-track racing. So dominant was the XR-750 that Harley won 28 of 36 AMA Grand National Champions with this potent weapon. Legendary stunt-rider and showman Evel Knievel used the XR-750s at the peak of his fame to jump cars, trucks and buses in the 1970s.

Harley-Davidson FLSTF Fat Boy (1990–2017) The Fat Boy was not the most popular model Harley ever made, nor the fastest. The iconic Fat Boy FLSTF was not to be mistaken for any other motorcycle of that era. From its wide tires with solid disc wheels to the monochromatic metallic silver paint scheme, the first year Fat Boy gave new life to the proven Softail series design. When Arnold Schwarzenegger's character Terminator climbed on one in the smash hit film *Terminator 2, Judgment Day*, the heavyweight Harley made the leap to cultural icon.

Harley-Davidson VR 1000 (1994–2001) H-D management during the AMF years did not have the funding necessary or the desire to produce a front-line AMA Superbike.

In 1987 a new management group decided to make that a priority and the VR1000 program was born. During the next 14 years, a reported \$50 million were spent to build just 50 VR1000s for racing. Despite many high-tech features, the dual-overhead-cam 60-degree V-twin was no match for the competition. By the time the VR made its debut at the Daytona 200 in 1994, it was already down 10 horsepower versus the competition. Despite mechanical and electrical failures that dimmed their prospects, racer Pascal Picotte managed a hard-fought second place in 1999 at AMA Superbike round at Pikes Peak International Raceway.

Harley-Davidson VRSC or V-Rod (1999–2017) The V-Rod was launched in 1999 and owed much to the VR1000

The iconic Harley-Davidson Fat Boy was not to be mistaken for any other motorcycle of its era.



National Motor Museum/Getty Images

race program, proving that performance was indeed part of the Motor Company's heritage. Teaming up with Porsche for development, the V-Rod would be the first Harley with liquid cooling and dual-overhead-cam design. Speed and style combined in sleek packaging meant that the V-Rod was unlike any former product from the famed Milwaukee motorcycle manufacturer. Production continued through 2017. Notable variations were produced, including the VRXSC Screamin' Eagle Destroyer, intended for drag racing and rated at 165 horsepower.

Today, Harley-Davidson remains a vibrant, relevant manufacturer of motorcycles that are desired and respected around the globe. In July 2023, the 120th Anniversary Road

Rally hosted 130,000 people for the "Homecoming Festival" in Milwaukee. Owning a Harley means you are part of the family and enjoy the camaraderie that comes with that. Plan a visit to the Harley-Davidson Museum on Canal Street or a factory tour sometime—you'll find it well worth the time.

American rockers Steppenwolf captured the zeitgeist of riding motorcycles in America with their hit song, "Born to be Wild" when it was featured in the film *Easy Rider*. Fifty years on, it's still an anthem for every person who straps on their helmet and throws a leg over the rumbling V-Twin motorcycle: "Get your motor running/Head out on a highway/Looking for adventure in whatever comes our way.... Born to be Wild." //



The last thing traditional Harley buyers were expecting in 2001 was a V-Twin sports machine with radical new styling. Harley and Porsche teamed up to deliver just that with the stylish V-Rod.

Ted Soqui/Getty Images

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Together, We Drive Forward.

America's Automotive Trust was founded in 2016 with the vision of bringing together like-minded organizations through collaboration and shared resources to perpetuate car culture. Today, we are proud to work with **LeMay – America's Car Museum**, **RPM Foundation**, **Club Auto** and our affiliate institutions of **The NB Center for American Automotive Heritage** and the **Gilmore Car Museum** to foster a strong community where all enthusiasts can thrive – from the classroom, to careers, to the open road – and to secure our automotive heritage.



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In 2023, the Hagerty Drivers Foundation added Amelia Earhart's 1937 Cord 812 and an important 1952 Porsche America Roadster to the National Historic Vehicle Register.



HAGERTY DRIVERS FOUNDATION

Shaping the future of car culture while celebrating its past.

Hagerty is committed to helping shape the future of car culture while celebrating our automotive past. In 2021, after two decades of philanthropic efforts in the automotive industry and enthusiast communities, we created the Hagerty Drivers Foundation. Why? Because we believe car culture should never be lost or forgotten and it is our mission to make it accessible

for everyone, along with funding for automotive training and education.

"The automobile is one of the most significant cultural achievements of modern society," says McKeel Hagerty, CEO of Hagerty. "Through the coordinated efforts of the Hagerty Drivers Foundation, it is our goal to impact future generations by providing educational funding and to ensure

Photo courtesy Hagerty Drivers Foundation

we have a platform to preserve, protect, and celebrate car culture.”

The roots of the Drivers Foundation go back to the late 1990s, when comedian and noted car collector Jay Leno challenged automotive business leaders to find ways to give back to the community. We at Hagerty responded by creating the Hagerty Fund. Since then, our charitable branch has taken on a few different iterations, but the mission has remained the same: to shape the future of car culture, while preserving and celebrating automotive history.

Through an annual pledge of \$1.5 million, the Hagerty Drivers Foundation will focus its work in the key areas of education and culture.

Education

The Foundation provides up to \$300,000 in grants on an annual basis to accredited institutions with programs that teach automotive restoration, preservation, and conservation. These funds are for a combination of scholarships as well as direct program support. Through the License to the Future initiative, available to drivers between the ages of 14 and 18, more than 200 scholarships are available on an annual basis to help young people afford driver’s education. The Foundation believes that a lifetime of safe driving begins with quality driver’s training. This initiative will help the next generation of car enthusiasts learn the skills and rules of the road that they need to protect themselves and others.

The mission: to shape the future of car culture while preserving and celebrating automotive history.



Famed aviator Amelia Earhart had a passion for cars—especially her 1937 Cord. Here she poses with the car and the Lockheed airplane in which she made her doomed final flight.

Photo courtesy JBS Collection/Hagerty Drivers Foundation

Culture

The Foundation will continue to build upon the work of the National Historic Vehicle Register, the only federally recognized program of its kind. Formed in 2014 in partnership with the U.S. Department of the Interior, Heritage Documentation Programs, and the Library of Congress, the National Historic Vehicle Register creates within the Library of Congress a permanent archive of culturally and historically significant automobiles, motorcycles, trucks, and commercial vehicles. Prior to 2014, these vehicles had never been documented as part of America's cultural past.

The vehicles on the Register represent many different eras and cultural movements, each demonstrating the profound impact of the vehicle in both history and culture. Vehicles curated and selected for the National Historic Vehicle Register are based upon association with four criteria:

1. Associative Value – Event: A vehicle associated with an event or events that are important in automotive or American history.

2. Associative Value – Person: A vehicle associated with the lives of significant persons in automotive or American history.

3. Design or Construction Value: A vehicle that is distinctive based on design, engineering, craftsmanship, or aesthetic value.

4. Informational Value: A vehicle of a particular type that was the first or last produced, has an element of rarity as a

survivor of its type, or is among the most well-preserved or thoughtfully restored surviving examples.

Sharing America's automotive heritage is an integral part of ensuring that it is never lost or forgotten. We further accomplish this through 1.) Documentaries on our YouTube channel, where we tell the human-interest stories behind the horsepower; and 2.) Cars at the Capital, an exhibition held each September on the National Mall in Washington, D.C., where vehicles added to the Register are exhibited in a beautifully lit glass enclosure. Vehicles are displayed on the grounds between the Smithsonian National Air and Space Museum and the National Gallery of Art one at a time for approximately five days each. In 2023, Cars at the Capital will take place in September.

Thought Leadership

The Foundation is committed to funding research on the environmental implications and economic impact of enthusiast vehicles. The Foundation's research will lead the conversation, accurately quantifying the true environmental impact and measuring the vast economic scope of car culture in America.

To find out more about the Hagerty Drivers Foundation and the National Historic Vehicle Register, apply for grants, and how you can help support the work of the Foundation, go to: driversfoundation.org

To view the documentaries that share the history and the human-interest stories behind the horsepower, go to: youtube.com/c/hagertydriversfoundation //



One of Porsche's first true factory racers, the Type 540 or America Roadster as it became known, was a run of just 17 cars that were built specifically with the U.S. sports car market in mind.

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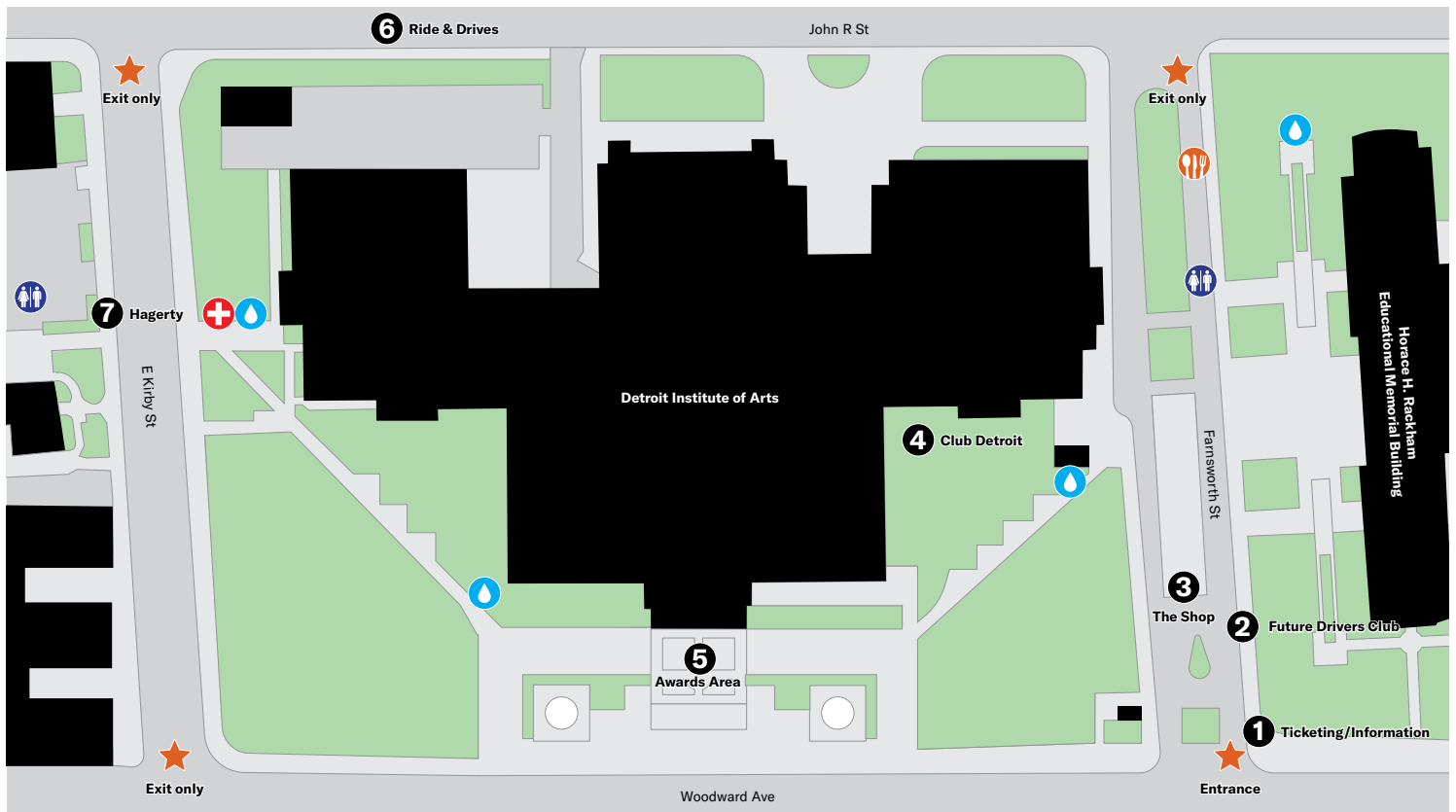
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ROAD MAP

MAP KEY

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- 3 The Shop
- 4 Club Detroit
- 5 Awards Area
- 6 Ride & Drives
- 7 Hagerty
- ★ Entrance/Exit
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THANKS FOR COMING



Dear Friends, It is my great pleasure to welcome you to the Detroit Concours d'Elegance, the Midwest's premiere motoring event. It is with our utmost gratitude that we thank the talented individuals whose hard work and dedication contributed to the continued success of this great event. To our many expert judges, volunteers, and Hagerty Concours staff who have put their all into creating one of the finest events in the country. To our sponsors, partners, and vendors, who give us their continued support. And finally, to all the enthusiasts who have graced our field with their extraordinary cars and to all the spectators who have come to see the show. Thank you all for joining us at the 2023 Detroit Concours d'Elegance

Enjoy the show!

All the best,

A handwritten signature in blue ink, reading "Matt Orendac".

Matt Orendac

Vice Chairman, Concours Group

Special Thanks to Our Selection Committee:

Frank Campaneale

Randy Cox

Dennis David

Randy Hayward

Dave Renner

Marc Trahan

Joe Tonietto

Richard Vaughn

Charlie Vrana

Fred Young

And a very special thank you to all the Hagerty Concours Team members whose contributions and dedication made this event possible.