

THE AMELIA



Mar 6–9 2025 | Amelia Island, FL

2025 Honoree Hélio Castroneves

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CONTENTS

5	Congressman's Letter	15	2025 Award List
7	Mayor's Letter	16	2025 Entries by Class
9	Welcome	24	The Amelia Judges
11	Committees and Staff	38	2024 Winners
12	Schedule of Events	122	Thank You

FEATURES

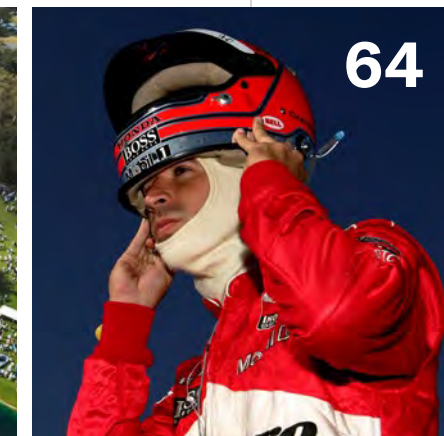


58 The Amelia at 30
For three decades, The Amelia has been an oasis of automotive elegance and motorsports excitement.

64 2025 Honoree: Hélio Castroneves
The Amelia salutes the career of Hélio Castroneves, both on and off the race track.

78 Cars of Hélio Castroneves
Amelia's honoree has been winning for almost 30 years. Here are a few of the cars he's driven to success.

88 50 Years of the Porsche 911 Turbo
The pinnacle of Porsche performance, the 911 Turbo is a legend among supercars.



96 75 Years of Formula 1
It took decades, but today Formula 1 is booming in the United States. The Amelia looks back at its history.

104 Shaken, Not Stirred
The Amelia is pleased to welcome Joe Kaminkow and his James Bond 007 DB5.

116 Hagerty Drivers Foundation
Shaping the future of car culture while preserving its past, the foundation is dedicated to all things automotive.



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March 6, 2025

Dear Friends and Esteemed Guests,

It is with great pleasure and enthusiasm that my wife, Abby, and I welcome you to the 2025 Concours d'Elegance here on the beautiful Amelia Island. This event stands as a true celebration of artistry, heritage, and innovation in the world of classic automobiles, and we are honored to share in the tradition and excellence that defines this remarkable gathering.

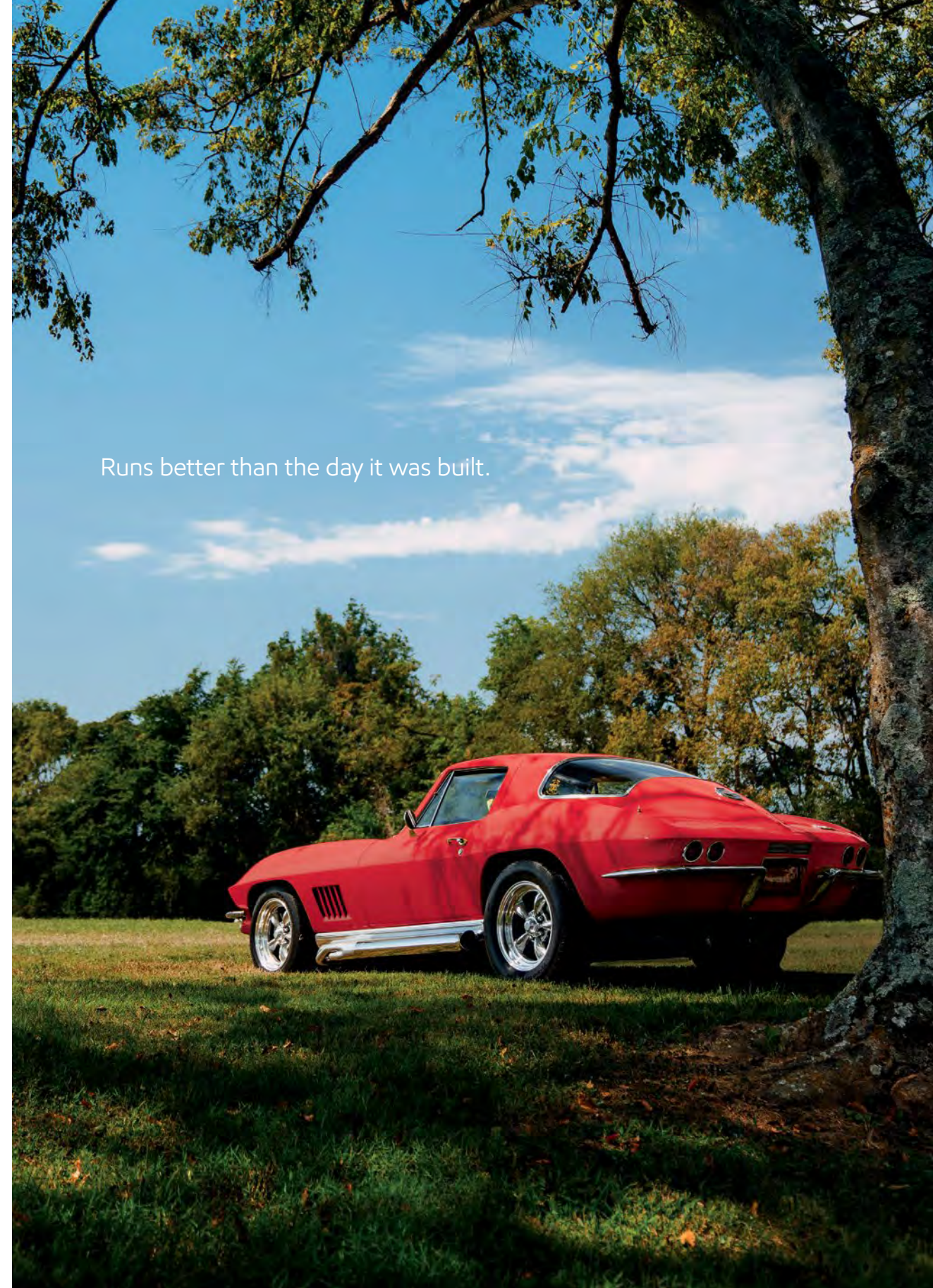
For decades, the Concours d'Elegance has served as a bridge between the past and the future—a place where history is not only preserved but celebrated, where the stories of the past fuel the creativity and passion of today's enthusiasts and collectors. In Amelia Island, a community rich with history and natural splendor, this event takes on a special significance as we come together to admire the craftsmanship, ingenuity, and enduring spirit that these magnificent automobiles represent.

I am proud to serve a district that values the preservation of our heritage while embracing progress and innovation. As you explore the exquisite displays, engage with fellow enthusiasts, and participate in the diverse activities planned throughout the weekend, I hope you will find inspiration in the dedication and passion that go into each meticulously maintained vehicle. Let this event remind us all of the importance of community, the joy of shared pursuits, and the enduring impact of history on our collective future.

On behalf of my family and our community, thank you for joining us in this celebration. We look forward to a weekend filled with camaraderie, discovery, and the timeless allure of classic automotive excellence.

Warmest regards,

Aaron Bean
Member of Congress



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CITY OF FERNANDINA BEACH

Office of the Mayor

James Atun

jantun@fbfl.org

March 2025

On behalf of the City of Fernandina Beach Commissioners and residents, it is an honor to welcome the 30th Annual Amelia, held each year on beautiful Amelia Island, home of the historic City of Fernandina Beach.

Now in its third decade, The Amelia is the leading global concours weekend known for its racing roots and luxurious setting. Held the first full weekend in March, The Amelia will draw more than 300 rare vehicles from collections around the world to the Amelia Island Ritz-Carlton, for a celebration of the automobile like no other.

2025 will be no exception with this year's Honoree Mr. Hélio Castroneves continuing The Amelia's historic legacy of excellence. Mr. Castroneves changed the history of IndyCar and represents automotive racing with passion, enthusiasm, and distinction while paying homage to the foundation and generations of the racer's concours.

The City of Fernandina Beach continues to celebrate The Amelia, and the people who love cars for their beauty, power, speed, poise, and ability to entertain and transport us physically and emotionally. The event participants, event sponsors, and all involved parties should be applauded for their outstanding efforts.

I extend my best wishes for a spectacular 2025 Amelia and thank the many individuals who have devoted their time and talents to bring us this extraordinary event.

Best regards,

James Antun

Mayor - Commissioner

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1948 Ferrari 166 Spyder Corsa by Ansaloni | Estimate: €5,500,000 - €7,500,000

Quite possibly one of the most original early Ferraris in existence, this 166 Spyder Corsa by Carrozzeria Ansaloni boasts an impressive racing history, including appearances at the Mille Miglia and Targa Florio. Owned by the same family from 1965 to 2015, it retains its original chassis, Tipo 166 V12 engine, and five-speed racing gearbox. With Ferrari Classiche certification and numerous prestigious awards, it stands as a benchmark example from the dawn of Ferrari's illustrious legacy.



1965 Ferrari 275 GTS

Estimate: €1,500,000 - €1,800,000



1949 Talbot-Lago T26 Grand Sport Coupe by Dubos Frères

Estimate: €1,200,000 - €1,500,000

INVITING CONSIGNMENTS



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AUCTION DETAILS:
Villa Erba
Italy
24 - 25 MAY 2025

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WELCOME

WE ARE THRILLED to welcome you to The Amelia, one of the world's premier automotive events and a sure sign that another spring has at last arrived. This year is especially exciting as we mark our 30th anniversary!

In keeping with our reputation as "the racer's concours," we are honored to welcome Brazilian racing legend Hélio Castroneves—four-time winner of the Indianapolis 500 and three-time winner of the 24 Hours of Daytona—as our official honoree. Be sure to check out some of the most iconic cars from his career on the showfield. You can also catch past honorees and racing luminaries discussing their motorsports careers during our Saturday seminar "The Best of 30 Years of The Amelia" inside the Ritz-Carlton.

Our Cars & Community celebration takes center stage Saturday, with more than 500 amazing cars, trucks, and motorcycles filling three fairways for your viewing pleasure. For fans of '80s and '90s cars and culture, our RADwood display is a must-see—featuring over 100 "totally awesome" vehicles and their costumed owners. Also, don't miss our Bavarian beer garden and the popular Hagerty Ride & Drive experience.

For those who enjoy the thrill of live auctions, we invite you to the Broad Arrow pre-auction viewing (9-11 a.m. Saturday) or the auction itself, starting at 11 a.m. The auction will feature an array of exceptional collector cars on the Ritz-Carlton's oceanfront lawn,



including everything from prewar American and European classics to motorsports icons and modern supercars. The highlight is a true showstopper: a 1959 Ferrari 250GT LWB California Spider Competizione, chassis no. 1451 GT—one of the most significant competition Ferraris still in existence.

And of course, the *pièce de résistance* of The Amelia is the traditional Sunday Concours d'Elegance, where more than 250 of the world's finest cars will compete for top honors in 36 classes. For a full list of classes, visit ameliaconcours.com.

The Amelia is proud to be part of Amelia Island Concours Week. We hope you had the chance to enjoy the Gooding & Company auction earlier this week; Reverie (our elegant new Thursday evening kick-off celebration); the annual Werks Reunion—a fantastic car show hosted by the Porsche Club of America at the Amelia River Club—and all the other exciting and immersive activities that make Amelia Island, Florida, the place to be each spring.

We're glad you're here! I'll see you on the showfield.

McKeel Hagerty

Chairman
McKeel Hagerty

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SCHEDULE OF EVENTS

Thursday 6 March

Broad Arrow Auction: Public Preview

Oceanfront Lawn + The Ritz-Carlton Ballroom
9:00 am – 5:00 pm

The Amelia Auction will feature 140 exceptional collector cars ranging from prewar American and European classics to icons of motorsports as well as modern supercars.

OEM Ride & Drive

Ritz-Carlton Entrance
9:00 am - 4:00 pm

Get behind the wheel of a cool car and cruise on a guided drive around the area. Free and open to the public. First come, first served. Find our Ride & Drive booth at the entrance to the Ritz-Carlton, Amelia Island.

Reverie – Welcome Party

Oceanfront Lawn + The Ritz-Carlton Ballroom
6:30 pm - 10:00 pm

There's only one way to kick off The Amelia. REV up the night with cars, live entertainment, and tons of fun. Plus, enjoy the peak of food and beverage craftsmanship thanks to our open bar and food stations curated by the finest chefs, all while looking out on one of the most beautiful coastlines. Ready for elegance? Ready for luxury? Ready to party? Let's raise a glass to world-class. **Must be 21+ to purchase ticket**

Reverie – VIP Party

The premier opening night of the Amelia Concours d'Elegance, Reverie merges the glamour of the French Riviera with the effortless elegance of Amelia Island's coastline. This oceanfront soirée transforms the setting into a celebration of creativity and style. Throughout the evening chefs and mixologists craft gourmet dishes and cocktails, each inspired by the sleek luxury cars on display.

As flavors unfold, enjoy an atmosphere elevated by live entertainment, lounges, and a hosted bar. More than just an event, Reverie is a night to explore the perfect blend of craftsmanship, culture, and coastal luxury. **Must be 21+ to purchase ticket. Limited tables available.**

Friday 7 March

Broad Arrow Auction: Public Preview

Oceanfront Lawn + The Ritz-Carlton Ballroom
9:00 am – 4:00 pm

The Amelia Auction will feature 140 exceptional collector cars ranging from prewar American and European classics to motorsports icons and modern supercars.

Eight Flags Road Tour presented by Reliable Carriers

7:00 am - 2:00 pm

Concours d'Elegance entrants will travel through some of the most beautiful scenery and interesting driving roads of the Amelia Island area. This driving tour includes breakfast, a coffee stop, and lunch. The tour is reserved for Concours entrants and special guests only.

Ride & Drive

Ritz-Carlton Entrance
9:00 am - 4:00 pm

Get behind the wheel of a cool car and cruise on a guided drive around the area. Free and open to the public. First come, first served. Find our Ride & Drive booth at the entrance to the Ritz-Carlton, Amelia Island.

Friday Seminar: Behind the Mic with Motorsports TV Commentators

Talbot Room
3:00 pm - 4:30 pm

Moderators: Ray Evernham/Tommy Kendall

Listen in on an intimate chat among current and former racing legends as they discuss motorsports' most thrilling topics.

Broad Arrow Auction

The Ritz-Carlton Ballroom
4:00 pm – 7:00 pm

The auction will feature a variety of exceptional collector cars presented on the beautiful oceanfront lawn. Offerings range from prewar American and European classics to motorsports icons and modern supercars.

Friday Film Night – Back on Track

The Talbot Room
7:00 pm - 8:30 pm

Produced in collaboration with the Mobil 1 team, this docuseries follows Patrick Dempsey and teammate Patrick Long through the 2024 Porsche Endurance Challenge North America season. **No ticket required for kids 12 and under.**

Saturday 8 March

Cars & Community

9:00 am - 1:00 pm

Enjoy over 300 vehicles and tons of car fun for the entire family, all on the same field as Sunday's Concours.

RADwood

MotorXpo Field
9:00 am - 1:00 pm

RADwood is a celebration of 1980s and 1990s automotive lifestyle, blending period-correct dress with automotive awesomeness. An event for cars, trucks, and bikes from 1980-1999 that captures the essence of a bodacious era. **Vehicle Registration required prior to event.**

Saturday Seminar: Best of Amelia – 30 years of Cars and Honorees

The Talbot Room
10:30 am - 12:00 pm

Moderator: Ray Evernham

Broad Arrow Auction: Public Preview

Oceanfront Lawn + The Ritz-Carlton Ballroom
9:00 am – 11:00 am

The Amelia Auction will feature 140 exceptional collector cars presented on the beautiful oceanfront lawn.

Broad Arrow Auction

The Ritz-Carlton Ballroom
11:00 am – 4:00 pm

The auction will showcase a diverse selection of exceptional collector cars, ranging from prewar American and European classics to motorsport icons and modern supercars.

Concours Judging 101

The Talbot Room
2:00 pm - 3:00 pm

An overview of Concours Judging presented by international judges Nigel Matthews and Christian Kramer. This presentation will cover the many types of Concours Judging. **This educational seminar is free and open to the public.**

Legends of Speed

The Talbot Room
6:30 pm - 10:00 pm

Join us for an exciting evening honoring our 2025 honoree. **Ticket purchase necessary.**

Sunday 9 March

30th Amelia Concours d'Elegance

10:00 am - 4:30 pm

275 historically significant vehicles will contend for a wide range of awards and accolades.

10:00 am Gates Open

10:30 am National Anthem
Youth Judging

1:30 pm Awards Ceremony Begins

4:30 pm Conclusion of the 30th Amelia Concours

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2025 AWARD LIST

Concours Awards

BEST IN SHOW Concours d'Elegance

BEST IN SHOW Concours de Sport

Specialty Awards

- The Hagerty Youth Judging Award
- The Hagerty Junior Judges' Award
- Timeless Elegance - Presented by Chopard
- The Chairman's Choice Award
- The Chief Judge's Award
- The Phil Hill Restorers Award - Production
- The Phil Hill Restorers Award - Sport Race
- The Founder's Award
- The Amelia Island Award
- The Gil Nickel/Far Niente Award
- The Motorsports Hall of Fame Award
- The Spirit of the 1000 Miglia Award
- The Judge John North Award
- The International Motor Sports Association Award
- The Andial Trophy
- The Indy Motor Speedway/Tony Hulman Award
- Hagerty Drivers Foundation Automotive Heritage Award
- The Grand Sport Trophy
- The General Motors/Dave Holls Award
- The Ford Motor Company/ E.T. Bob Gregorie Trophy
- The Honorary Chief Judge's Award
- The Amelia Fashion Award
- Engineering Excellence - Presented by BMW North America
- Hagerty Drivers Foundation/FIVA Preservation Award
- Hagerty Car Culture Award
- The People's Choice Award
- The Spirit of Sebring Award
- The Best Sounding Award - Presented by Ernie Boch, Jr., of the Boch Collection
- The Spirit of the Concours Trophy - Presented by Mark Hyman (Legends of Speed Dinner Presentation)

2025 ENTRIES BY CLASS

Alfa Romeo Pre-War

1930 Alfa Romeo 6C 1750 GS

D. L. George Collection

1932 Alfa Romeo 8C 2300

Mark Hyman

1931 Alfa Romeo 6C 1750

Paul Gould

1934 Alfa Romeo 8C 2300 LM

Rob Kauffman, RK Motors

1938 Alfa Romeo 8C 2900

The Keller Collection At The Pyramids

American Classics 1920-1929

1929 Stutz M

Jerome Reinan

1927 Packard 526 Runabout

John Gendelman

1922 Moon 6-40 Touring

Gary and Pat Moon

1922 National Sextet

Jim and Ginger Cohen

1928 Packard 443

Peter Sheppard

1927 Cadillac 314

Rick and Karen Kier

1925 Moon Series A

Jeff Buckley

1928 Buick Master Sport Roadster

Peter Steffens

American Classics 1930-1934

1933 Auburn 12-165

Thomas Craig

1933 LaSalle 345-C

Jim and Donna Elliott

1934 Chrysler Imperial Airflow

Jim Keller

1933 Packard 1001 Eight Coupe Roadster

Stan and Ginny Hollingsworth

1931 Pierce-Arrow Model 42

Robert Morris

1934 Packard 1108

Harry Yeaggy

1933 Stutz DV-32

The NB Center for American Automotive Heritage

1931 Marmon 16

Gilmore Car Museum

1932 Chrysler Custom Imperial by LeBaron

Ross and Beth Myers

American Classics 1935-1948

1936 Packard 1401 Convertible Coupe

Todd and Teianna Librandi

1937 Packard 1507

Alchemy Classics

1940 Lincoln V-12 Zephyr 4 Door

Murphy Family Collection

1940 Packard 180

The Sport Clips Collection

1941 Cadillac Model 6229D (Series 62)

Crispin and John Menefee

American Limited Production

1954 Hudson Italia

Maine Classic Car Museum

1956 Packard Caribbean Convertible

Scott Nickett

1953 Willys Overland Prototype Shooting Brake

Diane Schaub

1951 Studebaker Commander

Lisa Gene

1948 Chevrolet Fleetline

David and Lisa Helmer

1959 Cadillac Eldorado Biarritz

Joe Puleo

1956 Continental Mark II

Michael Hurley

1936 Packard 120

The Marano Collection

1958 Cadillac Eldorado Biarritz

Vernon Smith

Cars of Honoree

2002 Dallara Indy Car

Team Penske

2005 Pontiac Firebird

Ray Evernham

2000 Reynard Champ Car

Team Penske

2021 Chevrolet Corvette

Hélio Castroneves

2017 Acura RX-05

Hélio Castroneves

2007 Porsche RS Spyder

Rodrigo Sales

Critter Cars

2019 Porsche 911 RSR-19

AO Racing / Remy RSRawr

1997 Chevrolet Monte Carlo

Rick Hendrick

1999 Porsche G99

Gunnar Racing

1987 Porsche G93

Gunnar Racing

1999 Dan Gurney's All American Racers Eagle Indy car

Justin Gurney

Duesenberg

1933 Duesenberg SJ

Tom Maoli

1921 Duesenberg Straight-Eight

Auburn Cord Duesenberg Automobile Museum

1930 Duesenberg J

Sharon and Richie Clyne

1929 Duesenberg J

Theresa and Corky Coker

1931 Duesenberg J

Alan Rosenblum

1929 Duesenberg J

Len Worden

European Classics Closed 1915-1948

1938 Delahaye M135 MS

Doug and Julie Cadman

1934 SS SS1

Mike and Deb Korneli

1938 Delage D8-120 Aerosport

Dana and Patti Mecum

European Classics Open 1915-1948

1936 Mercedes-Benz 540K

Bill and Barbara Parfet

1935 Rolls-Royce Phantom II

Don Wathne

1925 Alvis 12/50

Stephen and Angi Samuels

1937 Bentley 4 1/4 Derby

Nick and Shelley Schorsch Audrain Collections

1929 Rolls-Royce Phantom I

Lehrman Collection

1928 Rolls-Royce Phantom I

Veasey Cullen

European Post-War Touring

1956 BMW 502

Paul and Jayne Queck

1960 Aston Martin DB4

Peggy Preiser

1953 Aston Martin DB2

Judith Gruttman

1955 Maserati A6GCS/53

Jonathan and Wendy Segal

1949 BMW 321

Brian Kinports

1954 Mercedes-Benz 300b

Jim and Janet Jones

1959 Maserati 3500 GT

Jim Utaski

1950 Delahaye 135 M Cabriolet Atlas

Duke Steinemann

Ferrari Coachbuilt

1965 Ferrari 500 Superfast

Peter S Kalikow

1952 Ferrari 212 Inter Coupe Speciale by Ghia

Dennis and Susan Garrity

1962 Ferrari 400 SuperAmerica

Andrew Paul

1965 Ferrari 500 Superfast Series II

Byron DeFoor

Ferrari Competition Scaglietti Bodied

1957 Ferrari 250 GT LWB Berlinetta

Frederick and Mary Fischer

1959 Ferrari 250 GT LWB Berlinetta

Kim and Stephen Bruno

1967 Ferrari 275 GTS/4 NART Spyder

Dana and Patti Mecum

1959 Ferrari 250 LWB Competition Coupe

Charles Wegner

Formula One

1967 Lotus 49

Chris MacAllister

1958 Vanwall Formula 1

Miles Collier Collections @Revs Institute

1974 Vel's Parnelli Jones Racing VPJ4

Indianapolis Motor Speedway Museum

1955 Lancia D50 Formula 1

Miles Collier Collections at Revs Institute

Horseless Carriage

1909 Cadillac 30

James Farris

1911 Baker Electric V

Bill and Linda Lillie

1899 Marot-Gardon Rear Entrance Tonneau

JR Frey

1914 Mercer Type 35-J

The Singleton Collection

1918 Locomobile 38 Touring Car

Savoy Automobile Museum

1913 Pope Hartford 6-60

Joseph and Holly Crea

1916 Packard 1-25 Twin Six

Nick and Shelley Schorsch Audrain Collections

1907 Columbia Mark LXVII

Shawn Dougan

1910 Mercedes Labourdette Body Touring

Grundy Collection

IROC Racers

1996 Pontiac IROC race car

Alan Davison

1984 Dodge Avenger

Rob Kauffman, RK Motors

1995 Dodge Avenger

Ken Schrader

1977 Chevrolet Camaro

Zak Brown

1984 Chevrolet Camaro

Richard Childress

1974 Chevrolet Camaro

Ray Evernham

1990 Dodge Daytona

IROC Holdings LLC

1974 Porsche 911

Alegra Collection

1977 Chevrolet IROC Camaro

Bill Warner



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2025 ENTRIES BY CLASS

Motorcycles with Car Names

1946 Sunbeam S-7 Deluxe

Max Erd

1969 Triumph T150 Trident

Marie & Mark Smithard British
Motorcycle Collection

2003 Dodge Tomahawk

Stellantis

1932 Triumph All Sport

Randy Baxter

1953 Ferrari Sport

Collection of James and Sharon Dillard

1956 ISO Gran Sport

Collection of James and Sharon Dillard

1930 Opel Motoclub

Collection of James and Sharon Dillard

1956 Maserati 160-T4 Tourismo Lusso

Collection of James and Sharon Dillard

1928 BMW R52

Virginia Bloodworth

Porsche Mid-Engine Brilliance Racecars

2005 Porsche Carrera GT

Graham Rahal Performance

1964 Porsche 904

The Bobby Rahal Collection

1958 Porsche 550A

Scott Morris

1956 Porsche 550 RS Spyder

Glenn Jividen

1969 Porsche 908/2 Flunder

Scott Borchetta

1971 Porsche 914/6 GT

Glenn Jividen

Porsche: 50 Years of Turbo

1986 Porsche 911 Turbo

Joseph DeMeo

1984 Porsche 930S

Christopher Saeli

1975 Porsche 930 Turbo

David Chesrown

1982 Porsche 924 Turbo

Rose Lewis

1978 Porsche 930

Jonathan Kupchin

1989 Porsche 930

David Chesrown

1977 Porsche 934.5 Turbo

Bob Weber and David Hanks

1975 Porsche 930 Turbo

Tim and Jackson Lingerfelt

Race Cars Pre-War

1939 Ford Dreyer Special

Private Collection

1912 American Racing Special Race Car

Darrel Cole

1935 Frazer Nash BMW 315/1

Dale Critz, Jr.

1932 Auburn Twelve

Shawn Dougan

1908 American LaFrance Speedster

Paul Calantropo

Race Cars Post-War 1946-1955

1949 Avale ALF 750 Sport

Howard and Diane Banaszak

1949 Crosley Hotshot

Bill and Laurie Cunningham

1952 Cooper T21

Leah and Rob Adams

1953 Porsche 356 PRE A

Sempreavanti RACING

1949 OSCA MT4

The Cultivated Collector

Race Cars Post-War 1956-1965

1957 Lotus XI

Casey Duncan

1965 Alfa Romeo Giulia

Ana and Clark Smith

1956 Chevrolet Corvette

Dave Roberts

1965 Porsche 911

Philip Bagley

1963 Turner Mk III

Mr. John S. Ruth

1961 Morgan Abarth Abarth H Mod

Chris De Minco

1957 Porsche 356

Wilbur and Cindy Strickland

1959 Morgan 4/4 Special

John Bigler

1957 Kurtis-Kraft 500X

Patrick Bean

Race Cars Post-War 1966-1974

1973 Porsche 911 Turbo "Prototype"

Confidential Cars Collection

1970 Porsche ST

Matthew J Goetzinger

1966 Lola T70

The HK Motorcars Collection

1967 Porsche 911

Toad Hall Racing - Bruce Jennings

1970 Porsche 911 ST

Keith Ennis

Rolls-Royce Silver Ghost

1920 Rolls-Royce Silver Ghost 40/50

John Menefee

1923 Rolls-Royce Silver Ghost

OFF Brothers Collection - Bill Johnston
and Ron Elenbaas

1911 Rolls-Royce Silver Ghost

Steven Haines

1925 Rolls-Royce Silver Ghost

Robert McKeown

1915 Rolls-Royce Silver Ghost

Billi Carey

1914 Rolls-Royce Silver Ghost

Dan and Roseann Gernatt

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2025 ENTRIES BY CLASS

Safety Cars

- 1974 Bricklin SV-1**
Mark Pieloch - American Muscle Car Museum
- 1974 Bricklin SV-1**
Klairmont Collections Automotive Museum
- 1948 Davis Divan**
Wayne Carini
- 1972 General Motors Experimental Safety Vehicle**
GM Heritage

Sebring Corvettes

- 1963 Chevrolet Corvette**
John and Marie Justo
- 1966 Chevrolet Corvette**
Kevin Mackay
- 1957 Chevrolet Corvette**
John and Marie Justo
- 1985 Corvette IMSA GTO/Trans-Am**
Kent and Melissa Hussey - SKI Auto-sports Collection
- 1960 Chevrolet Corvette**
John Essepian
- 1956 Chevrolet Corvette**
Irwin Kroiz
- 1968 Chevrolet Corvette**
Irwin Kroiz
- 1968 Chevrolet Corvette**
Kevin Mackay
- 1968 Chevrolet Corvette**
John and Cathy Sloane

Special Display

- 1965 Aston Martin DB5**
Joe Kaminkow
- 1981 Mercedes-Benz 500 SEL Estate by SGS**
Patina Collective
- 1984 Mercedes-Benz 500 SEC Gullwing by SGS**
Patina Collective

1986 Mercedes-Benz BB Magic Top

Patina Collective

1995 Mercedes-Benz 600 SL Strosek

Patina Collective

1989 Mercedes-Benz 560 SEC AMG DOHC 6.0 Wide Body

Patina Collective

1990 Mercedes-Benz 560 SEC by ABC Exclusive

Patina Collective

1995 Mercedes-Benz S500 Coupe AMG Picasso Edition

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1986 Mercedes-Benz 560SEC by Koenig Specials

Patina Collective

2024 Porsche GT4 RS Clubsport

Tom Mullaney

2020 Toyota Supra

Jackson Kessler

1950 Golf Cart

David Gilliam

Sports and GT Cars Pre-1955

- 1954 Triumph TR2**
Eric Hoover and Deborah Gaynor
- 1935 Georges Irat CV6**
Frank Rubino
- 1953 Porsche 356**
James Doughton
- 1953 Jaguar XK120**
Rob and Clare DiNuzzo
- 1939 MG TB**
William Goble
- 1949 MG TC EXU**
Ben Gilbert, Jr.
- 1954 Jaguar XK120**
Mike Greene

Sports and GT Cars 1955-1959

- 1959 Austin-Healey 3000 Mark I Two-Seater**
JMP
- 1957 AC Ace**
Pascal A. J. Maeter & Cecilia A. Loftus
- 1959 Chevrolet Corvette**
Harlan Knight
- 1957 Jaguar XK140**
William Kinney
- 1956 Chevrolet Corvette**
Vincent Vento
- 1958 Porsche 356A**
Ray and Katie Morgan
- 1955 Mercedes-Benz 300 SL**
David MacNeil
- 1957 Porsche 356 A 1500 GS/GT Carrera Speedster**
Frank Steinemann
- 1957 Chevrolet Corvette**
Guy Larsen

Sports and GT Cars 1960-1967

- 1963 Studebaker Avanti**
Eugene Francavilla
- 1965 Shelby GT 350**
Paul and Lauren Fix
- 1967 TVR Tuscan V8**
Mark Terlecky
- 1961 Daimler SP250**
Al Warner
- 1965 AC Cobra Convertible**
Larry Page
- 1965 Lamborghini 350 GT**
Bill and Barbara Parfet
- 1967 Bizzarrini GT Strada 5300 Series I**
William H. & Cheryl K. Swanson
- 1964 Iso Rivolta**
Richard Lincoln
- 1960 Porsche 356B**
Scott Morris

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JULY 2022



2025 ENTRIES BY CLASS

Sports and GT Cars 1968-1975

- 1975 Porsche 911**
David and Amy Noznesky
- 1968 Maserati Quattroporte**
Arthur Handal, M.D.
- 1973 Ferrari 365 GTS/4**
Bruce Miller
- 1975 Porsche Carrera**
Bruce Miller
- 1969 Lamborghini Miura P400**
Joey Bojalad

- 1968 Monteverdi 375L**
Don and Diane Meluzio
- 1973 De Tomaso Pantera**
Steve Duba
- 1968 AC 428 Frua Spyder**
Natalie and Scott Bluestein
- 1973 Ferrari 246 GTS**
Roy Brod

Sports and GT Cars 1976-1985

- 1985 Audi Sport Quattro**
HS Motorcars LLC
- 1984 Alfa Romeo GTV6**
Nick Cervera
- 1985 Ferrari GTO**
Lee Herrington
- 1980 BMW M1**
Hughes Motorsports Collection

Streamliners - Production Cars

- 1942 Tatra T87**
Tampa Bay Automobile Museum
- 1962 Shark Roadster**
Geoffrey Hacker
- 1953 Grantham Stardust Roadster**
David Deluca
- 1934 McQuay-Norris Streamliner**
Lane Motor Museum
- 1938 Adler Type 10**
Lane Motor Museum
- 1937 Ford Tapertail**
Lane Motor Museum

Streamliners - Race Cars

- 1952 Belly Tank Lakester**
Bobby Green
- 1958 Heathco Special**
Jim and Stacey Weddle
- 1947 Belly Tank Land Speed Racer**
Tim Matthews
- 1939 Meteor Lakester**
Petersen Automotive Museum

Supercars: 1980-1999

- 1982 Lamborghini Countach**
HJR Motorcars LLC
- 1991 Ferrari Testarossa**
Tampa Garage
- 1985 De Tomaso Pantera GT5**
Jerry Wyszatycki
- 1995 Ferrari F50 (U.S. Market)**
Duke Steinemann
- 1995 De Tomaso Guara**
Lew Bednarczuk
- 1989 Lamborghini Countach**
Bernardo Zambrano
- 1995 Honda NSX Type R**
Accelerate Motor Works
- 1990 Ferrari Testarossa**
Richard Maddox

Supercars: 2000-Present

- 2024 Porsche GT3 RA**
Frank Chicherchia
- 2005 Ford GT**
Gary W. Bartlett
- 2005 Porsche Type 980**
Hank Bernbaum
- 2020 Bugatti Divo**
Rare Wheels Collection
- 2024 Aston Martin Valkyrie**
Andrew Paul
- 2009 Mercedes-Benz SLR McLaren**
David MacNeil

2024 Gunther Werks Speedster
The HK Motorcars Collection

2024 Kimera EVO38
The HK Motorcars Collection

Detroit Motorama Ridler

1965 Dodge Deora A100
Tom Abrams

1940 Ford Deluxe
Tim Matthews

CONCOURS JUDGES



Chief Judge
Dr. Paul Sable

Paul is a university professor and automotive historian, collector, and 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.



Honorary Chief Judge
Ed Welburn

Ed 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 won an Emmy award in 2022, and he's also developing a feature film about the story of African American race car drivers in the 1920s and 1930s.



Assistant Chief Judge
Nigel Matthews

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 Ferrari vehicles 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.



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CONCOURS JUDGES



Honorary Judge
Sandra Button



Honorary Judge
Martin Button

Production Lead Judge
Mark Moskowitz

Production Lead Judge
Thym Smith

As Chairman of the Pebble Beach Concours d'Elegance since 2002 and as its Executive Director for decades prior, Sandra has helped to guide the growth of the Pebble Beach Concours into a truly global celebration of the automobile. She and her husband, Martin Button, have acquired and preserved or restored an eclectic collection of automobiles ranging from a 1904 Oldsmobile to a 1972 Ferrari 365 GTC/4 and regularly participate in driving events such as the 1000 Millas Sport Argentina, the Copperstate 1000, and the London to Brighton Veteran Car Run. Sandra is also a member of the Classic Car Club of America, the Motor Press Guild, and the Society of Automotive Historians.

Martin Button serves as a member of the Selection Committee for the Pebble Beach Concours d'Elegance, he is an announcer for the Concours, and he is involved in its many publications. He also serves on the Steering Committee of the Hampton Court Concours and officiates at many other concours, and he is a member of several automotive organizations, including the Veteran Car Club of Great Britain, the Rolls-Royce Owners' Club, the Bentley Drivers Club, the Avanti Owners Association, the Gull Wing Group, and the Classic Jaguar Association. Formerly the president of Cosdel International, Martin is now the global brand ambassador for CARS Worldwide, which oversees the logistics and handling all the details involved in transporting collector cars to automotive events around the world.

Area of Expertise: Postwar British, race cars, lower-end postwar Italian, muscle cars
Profession and Automotive Affiliations: Vice chairman, Motorsports Hall of Fame B.O.D.; senior auction analyst, *Sports Car Market* magazine; chief judge, Motorcar Cavalcade
Fun Fact: I raced Legend Cars for 15 years

Area of Expertise: Pre- and postwar American classics
Profession and Automotive Affiliations: CCCA Life Member; board member, CCCA Museum; AACA Life Member
Fun Fact: My classics always break down



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CONCOURS JUDGES

Richard Adatto

Area of Expertise: French cars and pre-war European cars
Fun Fact: I love Bugattis

Steve Ahlgrim

Area of Expertise: Ferraris
Profession and Automotive Affiliations: IAC/PFA (Ferrari) FCA
Fun Fact: I was stopped for speeding by a sheriff in a Trans Am

Kim Barnes

Area of Expertise: Sports and GT cars, super cars, American Limited Production
Profession and Automotive Affiliations: Michelin Classic Tire Division Director; NCRS, AMOC, AACA, Mustang Club of America
Fun Fact: I owned a Levi's Edition Gremlin X restored to concours condition

Mark Becker

Area of Expertise: American Limited Production, motorcycles
Profession and Automotive Affiliations: Mediator, chief judge Chrysler/DeSoto Airflow Club
Fun Fact: Recovering trial attorney and former high-performance driving instructor for BMW and Porsche clubs

Ellen Bireley

Area of Expertise: Race cars

Carl Bomstead

Area of Expertise: American classics, 1950s sports cars
Profession and Automotive Affiliations: CCCA, FCA, SCM
Fun Fact: My first car was a 1948 Plymouth that I bought at age 14 with money I earned by lawn mowing and golf caddying

Peter Brock

Area of Expertise: Sports cars, European coachwork
Profession and Automotive Affiliations: Automotive designer. Designer of the C2 Corvette Stingray, the FIA World Champion 1964 Daytona Cobra coupe, BRE Hino Samurai, Triumph TR-250K, Toyota JP6, Nethercutt Mirage, and Lang Cooper. Team owner and manager of four National Championship-winning BRE Datsun teams
Fun Fact: At the age of 88, I'm still actively designing and building sports cars

Les Burd

Area of Expertise: Engine restoration
Profession and Automotive Affiliations: Senior judge many top concours.

Moray Callum

Area of Expertise: Design
Profession and Automotive Affiliations: Retired VP of Design Ford Motor Company
Fun Fact: Competed in the Race of Gentlemen at Wildwood, NJ in my 1932 Hot Rod

Frank Campanale

Area of Expertise: Ferrari, Maserati, Lamborghini, Italian coachbuilt prototype and limited production cars
Profession and Automotive Affiliations: Executive; trustee, College for Creative Studies; sponsor, School of Transportation Design, SCCA, IMSA, HSR
Fun Fact: Car and motorcycle racer. IMSA, SCCA, HSR. Co-drove with Bill Warner in the Mille Miglia in Italy

Luigi Chinetti

Area of Expertise: Ferraris
Profession and Automotive Affiliations: Race car driver, designer
Fun Fact: Still alive after the incredible adventures of the past

Tom Cotter

Area of Expertise: Sports cars, race cars, Ford products (Shelby, Cobra), hot rods
Profession and Automotive Affiliations: VSCCA
Fun Fact: I own manual-transmission cars with: 3-on-the-tree, 3-on-the-floor, 4-on-the-floor, 5-on-the-floor, 6-on-the-floor, and one automatic

Brian Cotter

Area of Expertise: Mercedes-Benz, Mercedes-AMG, 1990s imports, British cars, modern classic race cars
Profession and Automotive Affiliations: AMG Motorsports & AMG Experience Manager, Mercedes-Benz USA
Fun Fact: I have completed over 20 marathons

Ricky Craven

Area of Expertise: Auto racing and NASCAR
Fun Fact: I held the record for the closest victory in the NASCAR Cup Series for more than 20 years. I have the car I drove to Victory Lane that day and it is the last Pontiac to win in NASCAR

Chris DeMarey

Area of Expertise: Prewar classics and American muscle
Profession and Automotive Affiliations: Web design/digital marketing, photography, classic car insurance, longtime member of the CCCA
Fun Fact: The first car I drove was a Model T snowmobile

Jeffrey DeMarey

Area of Expertise: CCCA and 1960s muscle
Profession and Automotive Affiliations: Master judge, CCCA
Fun Fact: I still own my high school car: a 1968 Mustang fastback



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CONCOURS JUDGES

Keith Duly

Area of Expertise: Prewar European sports and racing cars. Postwar European sports cars up to 1970

Profession and Automotive Affiliations: Aeronautical engineer (retired); VSCCA, VSCC. Have restoration facility for my own cars

Fun Fact: She does not count my cars, and I don't count her horses!

Ben Erickson

Area of Expertise: European coachbuilt cars

Profession and Automotive Affiliations: Society of Automotive Historians, ICJAG

Fun Fact: Learned to drive a manual gearbox in an AC Cobra

Erin Evernham

Area of Expertise: Race cars

Profession and Automotive Affiliations: NASCAR, World of Outlaws

Fun Fact: Only woman to ever win a World of Outlaws race

Ray Evernham

Area of Expertise: Race cars

Profession and Automotive Affiliations: NASCAR, IndyCar, sports cars, IROC

Lauren Fix

Area of Expertise: Specialize in muscle cars, performance and exotic cars

Profession and Automotive Affiliations: Amelia Island judge, past Detroit Concours judge, AACA. Mustang Club of America, Shelby American Automobile Club, World Car Awards juror, North American Car of the Year President emeritus, SCCA, SVRA and HSR

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

Felipe Fontana

Area of Expertise: European cars

Profession and Automotive Affiliations: Marketing management, writing, car historian, editor

Fun Fact: Sport! Cars!

Mark Gessler

Area of Expertise: Preservation, Sports, European

Profession and Automotive Affiliations: FIVA, MWVCC, Registro 1000 Miglia

Fun Fact: My first word was "Volkswagen"; my second word was "Mom"

Ralph Gilles

Area of Expertise: Postwar vehicles and motorsports

Profession and Automotive Affiliations: Chief Design Officer, Stellantis

Ken Gross

Area of Expertise: CCCA classics, Ferrari, Bugatti, muscle cars, special interest, Brass, hot rods, and racing cars

Profession and Automotive Affiliations: CCCA, AACA, Bugatti Owners Club, Airflow Club, ACD, Porsche Club of America, Harry Miller Club

Fun Fact: I've been a CCCA member for 62 years, but I'm typecast as a hot rodder

Hurley Haywood

Area of Expertise: Porsche

Profession and Automotive Affiliations: Brumos, IMSA, NASCAR

Fun Fact: I've judged at Amelia from the start

Somer Hooker

Area of Expertise: Motorcycles, vintage hot rods

Profession and Automotive Affiliations: ICJAG, AMCA, VBMW, officer in Vincent Owners Club UK, journalist and broker

Fun Fact: First to ride a motorcycle around the Parthenon replica in Nashville, Tennessee

Jeff Huber

Area of Expertise: Horseless Carriage/Brass Era

Profession and Automotive Affiliations: Retired from Florida Museum of Natural History, AACA, HCCA

Fun Fact: First-time grandfather

Robert Ianuario

Area of Expertise: Multi-marque, Brass Era, BMW

Profession and Automotive Affiliations: Society of Automotive Historians

Fun Fact: I learned to drive in a 1928 Ford Model A

Paul Ianuario

Area of Expertise: Have been judging Brass Era cars at Amelia for 27 years

Profession and Automotive Affiliations: Member of Society of Automotive Engineers, member of Society of Automotive Historians

Fun Fact: Recipient of the Lee Iacocca Award for preserving automotive history

Robert Joynt

Area of Expertise: Prewar classics

Profession and Automotive Affiliations: Trustee of Auburn Cord Duesenberg Museum

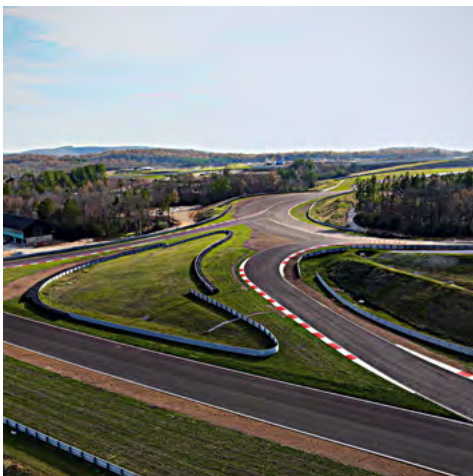
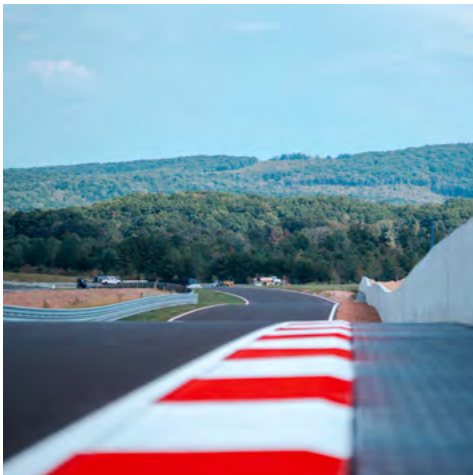
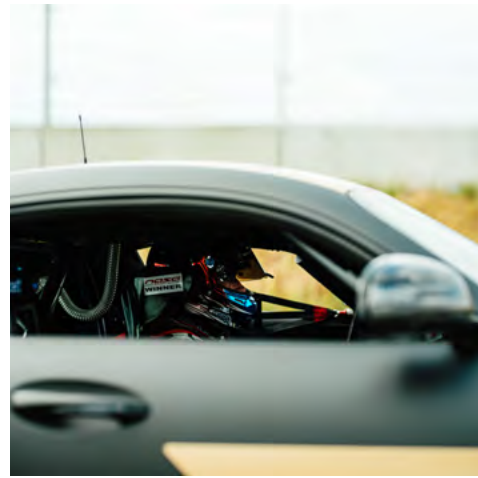
Fun Fact: Still own my first car, a 1932 Packard Phaeton, purchased with my paper route profits

Wayne Kady

Area of Expertise: Cadillacs from the mid-1960s, 1970s, and 1980s

Profession and Automotive Affiliations: Chief exterior designer for Cadillac and Buick

Fun Fact: Owner of three Cadillacs: For one of them, I was one of the main designers, and for the other two, I was chief designer



CONCOURS JUDGES

Aniruddh Kasliwal

Area of Expertise: Prewar American and Packard cars

Profession and Automotive Affiliations: Food processing; roster keeper for Packard cars in India

Prescott Kelly

Area of Expertise: Porsches, muscle cars, 1940s-1950s woody wagons

Profession and Automotive Affiliations: ACCA, SCCA, Porsche Club of America, 356 Registry, Society of Automotive Historians

Fun Fact: As a lifelong Porsche guy, I miss my first car: a 1955 Chevy Bel Air convertible in coral and gray paint

Leslie Kendall

Area of Expertise: Expert in a wide range of automobiles

Profession and Automotive Affiliations: Chief Historian, Petersen Automotive Museum

Fun Fact: I was the only student in first grade who knew what a Bugatti was

Tommy Kendall

Area of Expertise: Racing

Profession and Automotive Affiliations: Racing driver

Fun Fact: Owner of beloved Chicken Car

David Kibbey

Area of Expertise: Exotics from 1980s to present

Profession and Automotive Affiliations: Northville Concours d'Elegance, Audrain Concours, Vegas Concours

Fun Fact: I have over 1000 Matchbox cars

David Kinney

Area of Expertise: Postwar European and postwar American

Profession and Automotive Affiliations: Accredited Senior Appraiser (ASA) specializing in collectible and antique automobiles; publisher, *Hagerty Price Guide*; Advisory Board for McPherson College, Automotive Restoration; columnist

Fun Fact: Certified Zamboni driver

Chris Kramer

Area of Expertise: European sports cars, pre- and postwar

Profession and Automotive Affiliations: Value appraiser, collection adviser, and restoration supervisor

Fun Fact: I drove 150 mph on the autobahn in a Mercedes Gullwing

Peter Larsen

Area of Expertise: European coachbuilt, French

Profession and Automotive Affiliations: Society of Automotive Historians, ICJAG, PHAF

Fun Fact: My first word was "Opel"

Mark Lizewskie

Area of Expertise: Prewar America and European classics, microcars

Profession and Automotive Affiliations: Executive director, Rolls-Royce Foundation and Rolls-Royce Owners' Club

Fun Fact: I daily-drove a smart Fortwo for 280,000 from new!

Casey Maxon

Area of Expertise: American automotive heritage and culture/preservation

Profession and Automotive Affiliations: Hagerty Drivers Foundation historian and senior manager, Society of Automotive Historians, Fédération Internationale des Véhicules Anciens

Fun fact: I was part of a team that drove a 1915 Model T from Detroit to San Francisco rediscovering Edsel Ford's epic 1915 journey to the Panama Pacific Exposition.

Tim McNair

Area of Expertise: Postwar sports, supercar, race car

Profession and Automotive Affiliations: Concours preparer

Fun Fact: I was featured in the *New York Times* in July 2024

Dane Medici

Area of Expertise: American and European prewar

Profession and Automotive Affiliations: Progressive Insurance, AACA and CCCA member

Fun Fact: I love touring in my 1931 Chrysler roadster

Dale Miller

Area of Expertise: Porsche racing sports cars

Profession and Automotive Affiliations: PCA, SAH, Rahal Letterman Lanigan IndyCar team

Fun Fact: I was able to rescue/purchase the first Porsche race car built out of Guadalajara, Mexico

Miles Morris

Area of Expertise: Sports racing cars

Fun Fact: I have never missed an Amelia Island Concours since its inception

Phil Neff

Area of Expertise: European and American prewar coachbuilt Cars

Profession and Automotive Affiliations: American Society of Appraisers (ASA), Bugatti Club of America, AACA

Fun Fact: I once turned down the opportunity to drive a Bugatti Royale!

Donald Osborne

Profession and Automotive Affiliations: Historian, appraiser, consultant ASA designation

Fun Fact: I can find as much satisfaction in 2-cylinders as in 12

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CONCOURS JUDGES

J C Osteen

Area of Expertise: American classics
Profession and Automotive Affiliations: Florida Bar Association, CCCA, AACA, HCCA, ACD, CLC, BG, NCRS
Fun Fact: Professional musician and sixth-generation cattle farmer/ rancher

Whitney Overocker

Area of Expertise: Prewar American and veteran cars
Profession and Automotive Affiliations: Artist and owner of WhitneyArtist.com, member of Classic Car Club of America, New England Region
Fun Fact: Committee member helping plan the CCCA "Mainely-a-Caravan," September 2025 in Maine

Lowell Paddock

Area of Expertise: Prewar American coachbuilt; American muscle; postwar Japanese and European sports cars
Profession and Automotive Affiliations: Exec Director, Sunday in the Park, Lime Rock Historic Festival; Contributing Editor, *Sports Car Market* magazine
Fun Fact: I lived in China for eight years!

Eric Peterson

Area of Expertise: Pre- and postwar European cars.
Profession and Automotive Affiliations: Automotive restoration

Thomas Plucinsky

Area of Expertise: Racing cars 1980-present, supercars, anything BMW, Italian sportscars 1960-1990
Profession and Automotive Affiliations: Head, BMW Group Classic USA
Fun Fact: I like to restore vintage mechanical watch movements

Lilly Pray

Area of Expertise: German and English
Profession and Automotive Affiliations: Registered nurse; on the Boards of Malcolm Pray Achievement Center and Turtle Invitational, Porsche Club, Triumph Club
Fun Fact: Recently drove a 1936 Triumph Gloria to Santa Fe and ended up with four flat tires

Larry Printz

Profession and Automotive Affiliations: CCCA, IMPA, SAMA, National Cartoonists Society
Fun Fact: I'm an identical twin

Mark Raffauf

Area of Expertise: Sports and open-wheel race cars from 1960s to present, IMSA, SCCA, and FIA International
Profession and Automotive Affiliations: IMSA, U.S. rep on FIA International Historical Commission, Road Racing Drivers Club
Fun Fact: In 2025, I will have officiated my 50th Rolex 24 at Daytona, and I'm still here! Must be doing something right!

Ivan Ruiz

Area of Expertise: Postwar sports cars, Italian and British cars
Profession and Automotive Affiliations: Maserati Club, Jaguar Club
Fun Fact: Have owned and restored over 100 Jaguar E-types and 75 Maseratis

Scott Sargent

Area of Expertise: Prewar European and American
Profession and Automotive Affiliations: American Bugatti Club
Fun Fact: I have been collecting old cars since I was 8

Ken Schrader

Profession and Automotive Affiliations: NASCAR driver with four Cup wins, American professional racing driver. He currently races on local dirt and asphalt tracks around the country while also competing part-time in the ARCA Menards Series, driving the No. 11 Ford for Fast Track Racing. Inducted into the St. Louis Sports Hall of Fame in 2024

Jeffrey Schroeder

Area of Expertise: Prewar American antiques and classics. Postwar American up to 1970
Profession and Automotive Affiliations: Automobile appraiser, Accredited Senior Appraiser, American Society Appraisers
Fun Fact: I have service receipts for a 1957 Lincoln that was owned by Don Larsen, the only pitcher ever to throw a perfect game in the World Series

Tim Sierra

Area of Expertise: Rolls-Royce Silver Ghost and Brass Era cars
Profession and Automotive Affiliations: Owner of Orlando Classic & Collector Cars
Fun Fact: I enjoy touring our 1911 Rolls-Royce Silver Ghost. We average over 4000 miles a year in her

Michael Simcoe

Area of Expertise: Design
Profession and Automotive Affiliations: General Motors Senior Vice President of Global Design
Fun Fact: I collect vintage motorbikes

Vicki Smith

Area of Expertise: Motorcycles
Fun Fact: I made a living driving race cars and am in the Italian Motorcycle Hall of Fame

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CONCOURS JUDGES

Lyn St. James

Area of Expertise: Racing
Profession and Automotive Affiliations: Women in Motorsports North America

Jonathan A. Stein

Area of Expertise: European, sports, classics, racing, European custom coachwork
Profession and Automotive Affiliations: SAH, MG Car Club, MG Car Club V8 Register, North American MGA Register, AACA, CCCA, Volvo Club of America,
Fun Fact: First car was a 1959 MGA coupe; a wheel dropped off just one block into the trip home after I picked it up

Matt Stone

Area of Expertise: Postwar sports, exotic and GT, racing
Profession and Automotive Affiliations: Automotive journalist, book author, event emcee, and international concours judge
Fun Fact: The fact is, I'm not very fun

Jim Stranberg

Area of Expertise: Prewar French cars
Profession and Automotive Affiliations: Restore Bugattis

Judy Stropus

Area of Expertise: Wild and wacky, Italian, race cars
Profession and Automotive Affiliations: Automotive/motorsports publicist/consultant; Motorsports Hall of Fame of America Inductee, judge at other concours, Greenwich Concours Grand Marshal
Fun Fact: Owner of 1952 Lancia Ardea that will appear in movie *Marty Supreme* with Timothée Chalamet

Tim Suddard

Area of Expertise: 1950s and 1960s sports and race cars
Profession and Automotive Affiliations: Publisher Emeritus, *Classic Motorsports* magazine
Fun Fact: I restored and still have my first car from over 50 years ago

Susan Tatios

Area of Expertise: European sports and American classics

Richard Taylor

Profession and Automotive Affiliations: Writer, racer, restorer, rally organizer
Fun Fact: I have judged at Amelia since its first year and have judged at the Greenwich Concours since its first year

Paul Teutul

Area of Expertise: Orphan cars and vintage motorcycles
Profession and Automotive Affiliations: Marketing by way of custom-built motorcycles and vehicles
Fun Fact: I never use drawings in any of my builds or design work

Michael Tillson

Area of Expertise: European sports and race cars. Porsche, Ferrari and Jaguar
Profession and Automotive Affiliations: VSCCA, Ferrari Club, Lancia Club.
Fun Fact: I drove race cars in the World Endurance Championship

Richard Vaughan

Area of Expertise: Well-versed in Rolls-Royce, Bentley, Aston Martin, and other European brands, pre- and postwar
Profession and Automotive Affiliations: Professional car designer with past experience at Ford and Rivian. Current board member and Vice President of the Rolls-Royce Owners' Club, current board member of the Rolls-Royce Foundation
Fun Fact: I'm smarter than I look

Rubén Verdés

Area of Expertise: Rolls-Royce and Bentley, prewar classics, Imperial
Profession and Automotive Affiliations: Editor, *The Classic Car* and *CCCA Bulletin*; editor, *SAH Journal*, Society of Automotive Historians (and professional pantologist)
Fun Fact: Past president of the Rolls-Royce Owners' Club

Charles Vrana

Area of Expertise: Postwar American, Chrysler and Buick, all postwar American and muscle cars
Profession and Automotive Affiliations: Auto-body trade, heavy-diesel repair and maintenance, BCA, AACA, ROA
Fun Fact: I'm a lifelong car nut who eats, sleeps, and breathes cars!

Kip Wasenko

Area of Expertise: Chief judge, Ferrari prewar European American design
Profession and Automotive Affiliations: SCCA, Ferrari Club of America, Waterford Hills Racing
Fun Fact: I was a GM designer for 40 years (retired), judging since 1985

David Woodhouse

Area of Expertise: Competition cars, Monoposto, F1, F500, FJ, British marques, Alta, Cooper, Jaguar, Lotus
Profession and Automotive Affiliations: Vice-president, Nissan Design America; 33 years automotive professional; ex-JLR, Mini, GM, BMW, Ford. Collector, restorer, writer, motorsports racer for 26 years
Fun Fact: Four-time runner up at the Goodwood Revival! I am writing the marque reference of the Alta Car Co.

2024 WINNERS



BEST IN SHOW Concours d'Elegance

European Classic Open 1915-1948

**1947 Delahaye 135MS Narval
Cabriolet**

Dana and Patti Mecum



BEST IN SHOW Concours d'Sport

Ferrari 250 Competition Cars

1962 Ferrari 250 GTO

David MacNeil



2024 BEST IN CLASS



BEST IN CLASS 001 Race Chassis

1962 Mickey Thompson "Harcraft Special" #85 Indycar

George T. Lyons



BEST IN CLASS American Classic 1933-1948

1940 Dodge D 14 Deluxe Luxury Liner Convertible Coupe

Michael L. Markel



BEST IN CLASS Cars of Pikes Peak

1994 Robbie Unser Pikes Peak Open Wheeler

Museum of American Speed



BEST IN CLASS European Classic Closed 1915-1948

1927 Minerva AF 32 CV Sport Sedan

Nick and Shelley Schorsch / Audrain Collections



BEST IN CLASS 100th Anniversary of Bugatti Grand Prix Cars

1926 Bugatti Type 39A

North Collection



BEST IN CLASS American Limited Production (1940s-60s)

1953 Packard Balboa

The Marano Collection



BEST IN CLASS Cars of the Barn Find Hunter

1965 Shelby GT350

Matthew Taylor



BEST IN CLASS European Classic Open 1915-1948

1933 Isotta Fraschini Tipo 8A

Alchemy Classics



BEST IN CLASS American Classic 1931-1932

1931 Packard Model 840 Individual Custom by Packard

Mark and Vicki Smucker



BEST IN CLASS Bugatti Type 57

1937 Bugatti Type 57

Bruce and Peggy Wanta



BEST IN CLASS Duesenberg

1930 Duesenberg Model J Murphy Roadster

Meg McCarthy



BEST IN CLASS Ferrari 250 Competition Cars

1962 Ferrari 250 GTO

David MacNeil

2024 BEST IN CLASS



BEST IN CLASS Ferrari 250 Grand Touring
1961 Ferrari 250 GT
 Hayim Collection



BEST IN CLASS Horseless Carriage
1916 Detroit Electric 60 / 98S
 Bill Heller



BEST IN CLASS Motorcycle Class Italian
1973 Ducati 750 Super Sport
 Jere Masten



BEST IN CLASS Race Cars Post-War 1966-1974
1971 Dodge Charger
 John Bober



BEST IN CLASS Fuller Moto - Cars of Bryan Fuller
1960 Cadillac Fleetwood Hearse
 Brett Agee



BEST IN CLASS Indy Legends
1964 Lotus 34
 Bruce McCaw



BEST IN CLASS Porsche Rally Cars
1973 Porsche 911 T
 Jim Newton



BEST IN CLASS Race Cars Post-War 1946-1955
1949 MG TC
 Glen and Jill Moore



BEST IN CLASS Fuller Moto - Motorcycles of Bryan Fuller
1951 Vincent Series C Reproduction
 Bryan Fuller



BEST IN CLASS Japanese Performance Cars of the 90s
1998 Subaru 22B
 Mark and Newie Brinker



BEST IN CLASS Porsche: Original Owner Club
1967 Porsche 911 S Coupe
 Philip Bagley



BEST IN CLASS Race Cars Post-War 1956-1965
1965 Ford GT
 Dana and Patti Mecum

2024 BEST IN CLASS



BEST IN CLASS Rolls-Royce Silver Ghost

1923 Rolls-Royce Custom Coachwork Silver Ghost - Springfield

Laura and Jack Boyd Smith, Jr. of The JBS Collection



BEST IN CLASS Sports and GT Cars 1955-1959

1955 Porsche 356 Continental Cabriolet

Holly and Jason Zelonish



BEST IN CLASS Sports and GT Cars Pre-1955

1949 Lancia Aprilia

Diego Rodriguez



BEST IN CLASS RUF

2010 Ruf CTR3

Martini Vintage LLC



BEST IN CLASS Sports and GT Cars 1960-1967

1961 Mercedes-Benz 300 SL Roadster

Duke Steinemann



BEST IN CLASS Supercars: 1980-1999

1987 Lamborghini Countach

Jacques Shelton



BEST IN CLASS Sport Customs-America's Boulevard Cruisers

1948 Timbs Special Open Streamliner

Gary and Diane Cerveny



BEST IN CLASS Sports and GT Cars 1968-1973

1971 Ferrari Dino

Bob and Sherry Guth



BEST IN CLASS Supercars: 2000-Present

2004 Porsche Carrera GT

The Bobby Rahal Collection





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2024 CLASS AWARDS

CLASS AWARD

001 Race Chassis

1966 Coyote Indy Car

John Darlington

CLASS AWARD

001 Race Chassis

1961 Cooper-Climax T54

Rob Dyson

CLASS AWARD

100th Anniversary of Bugatti Grand Prix Cars

1931 Bugatti Type 51

Wendy and Mitch Gross

CLASS AWARD

100th Anniversary of Bugatti Grand Prix Cars

1927 Bugatti Type 37A

Alan Rosenblum

CLASS AWARD

American Classic 1931-1932

1932 Packard Series 900 Convertible Coupe

The Sport Clips Collection

CLASS AWARD

American Classic 1931-1932

1931 Buick Model 8-94 Sport Roadster

David Landow

CLASS AWARD

American Classic 1933-1948

1940 Packard Darrin

Robert McKeown

CLASS AWARD

American Classic 1933-1948

1938 Pontiac De Luxe 8

Darrel Cole

CLASS AWARD

American Limited Production (1940s-1960s)

1954 Packard Caribbean

Jon Hodges

CLASS AWARD

American Limited Production (1940s-1960s)

1953 Buick Skylark

Steven Plunkett

CLASS AWARD

Bugatti Type 57

1938 Bugatti Type 57

Jill Shibles

CLASS AWARD

Bugatti Type 57

1939 Bugatti Type 57

North Collection

CLASS AWARD

Cars of Pikes Peak

1936 Chevrolet Sedan

Ray Evernham

CLASS AWARD

Cars of Pikes Peak

2019 Acura TLX-GT

Peter Cunningham

CLASS AWARD

Cars of the Barn Find Hunter

1958 Porsche 356A

Mark J. Pribanic

CLASS AWARD

Cars of the Barn Find Hunter

1966 Lancia Flavia Rally

Michael Kristick

CLASS AWARD

Duesenberg

1932 Duesenberg Disappearing Top Murphy Roadster

Tom Maoli

CLASS AWARD

Duesenberg

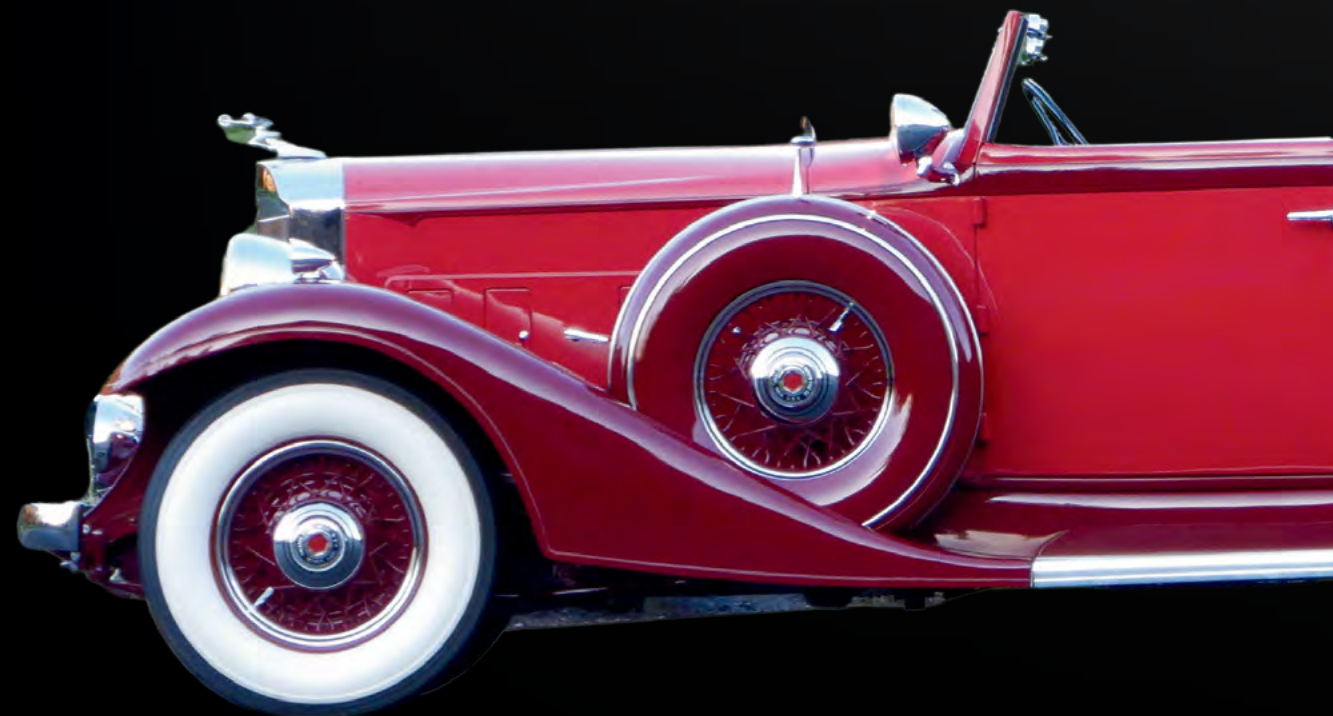
1930 Duesenberg Willoughby Limo Model J-368

Barbara and Larry Kopp

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// 1933 Packard 1001 Standard Eight Coupe Roadster

2024 CLASS AWARDS

CLASS AWARD

European Classic Closed 1915-1948

1947 Jaguar 3 1/2 Litre
George and Theresa Cole

CLASS AWARD

European Classic Closed 1915-1948

1934 Rolls-Royce Sport Saloon
Rose Lewis

CLASS AWARD

European Classic Open 1915-1948

1934 MG PA
Al Warner

CLASS AWARD

European Classic Open 1915-1948

1937 Delage D8-120
Mark Hyman

CLASS AWARD

Ferrari 250 Competition Cars

1958 Ferrari 250 GT LWB Berlinetta
Roy Brod

CLASS AWARD

Ferrari 250 Competition Cars

1958 Ferrari 250 GT Berlinetta Competizione Tour de France
William H. and Cheryl K. Swanson

CLASS AWARD

Ferrari 250 Grand Touring

1960 Ferrari 250 GT
Eichenbaum Family Collection

CLASS AWARD

Ferrari 250 Grand Touring

1964 Ferrari 250 GT
Richard Morrison

CLASS AWARD

Fuller Moto - Cars of Bryan Fuller

1961 Chevrolet Bel Air
Steve Chivington

CLASS AWARD

Fuller Moto - Cars of Bryan Fuller

1932 Ford Double Down
Hugh Hawkins

CLASS AWARD

Fuller Moto - Motorcycles of Bryan Fuller

1975 BMW R75
John Yeosock

CLASS AWARD

Fuller Moto - Motorcycles of Bryan Fuller

2015 Motus Monster
John Bennett

CLASS AWARD

Horseless Carriage

1913 Buick Model 25
David and Amy Noznesky

CLASS AWARD

Horseless Carriage

1912 Thomas Flyer K-6-90
Dan and Roseann Gernatt

CLASS AWARD

Horseless Carriage

1903 Studebaker Electric Model 12 Racer
Jeff Huber

CLASS AWARD

Indy Legends

1974 Eagle Indy Car
Jeff Downes, Can Am Cars Ltd

CLASS AWARD

Indy Legends

2023 Dallara IndyCar
Chip Ganassi

CLASS AWARD

Japanese Performance Cars of the 90s

1993 Honda NSX Type R
Dr. Wei-Shen Chin and Vincent Howard

2024 CLASS AWARDS

CLASS AWARD

Japanese Performance Cars of the 90's

1989 Autech Zagato Stelvio AZ1

Alexandra Vernis and Ian Reville

CLASS AWARD

Motorcycle Class Italian

1973 Ducati 750 Sport

Mike and Candie Hurley Vintage Desmo

CLASS AWARD

Motorcycle Class Italian

1955 Benelli Leoncino

Collection of James and Sharon Dillard

CLASS AWARD

Porsche Rally Cars

1974 Porsche 911

Lee & Heather Hower

CLASS AWARD

Porsche Rally Cars

1965 Porsche 356C

Don Ahearn

CLASS AWARD

Porsche: Original Owner Club

1971 Porsche 911S

Jack & Dotty Cooke

CLASS AWARD

Porsche: Original Owner Club

1971 Porsche 911E

George Word

CLASS AWARD

Race Cars Post-War 1966-1974

1967 Ferrari Dino 206 S

Dr. Hassan Moghadam

CLASS AWARD

Race Cars Post-War 1966-1974

1967 Ford Mustang

Richard Lincoln

CLASS AWARD

Race Cars Post-War 1946-1955

1952 Allard J2X

Vento Collection

CLASS AWARD

Race Cars Post-War 1946-1955

1950 Nardi 1100 Sport

Howard and Diane Banaszak

CLASS AWARD

Race Cars Post-War 1956-1965

1965 Shelby Cobra

Gary W. Bartlett

CLASS AWARD

Race Cars Post-War 1956-1965

1957 Maserati 200Si

Steve Adler

CLASS AWARD

Rolls-Royce Silver Ghost

1926 Rolls-Royce Silver Ghost

John and Lucy Bothwell

CLASS AWARD

Rolls-Royce Silver Ghost

1909 Rolls-Royce 40/50 Silver Ghost

Jay Miller

CLASS AWARD

RUF

1989 Ruf CTR

Addixion LLC - Private Collection

CLASS AWARD

RUF

1998 Ruf Turbo R Limited

David MacNeil

CLASS AWARD

Sport Customs - America's Boulevard Cruisers

1952 Glasspar G2

Tom Chandler

CLASS AWARD

Sport Customs - America's Boulevard Cruisers

1959 Devin

Geoff Hacker

CLASS AWARD

Sports and GT Cars 1955-1959

1957 Porsche 356 Carrera GS

Lynn and Michael Harling

CLASS AWARD

Sports and GT Cars 1955-1959

1956 Jaguar XK 140

Robert and Melanie Seyler

CLASS AWARD

Sports and GT Cars 1960-1967

1960 Chevrolet Corvette

Michael and Tracie Capozzio

CLASS AWARD

Sports and GT Cars 1960-1967

1967 Ferrari 275 GTB/4

The HK Collection, HK Motorcars

CLASS AWARD

Sports and GT Cars 1968-1973

1968 Ford Shelby Mustang GT 500KR

Pete Wojtowicz

CLASS AWARD

Sports and GT Cars 1968-1973

1971 Ferrari 365 GTC/4

Daniel Heit

CLASS AWARD

Sports and GT Cars Pre-1955

1951 Porsche 356

Matt Mirones

CLASS AWARD

Sports and GT Cars Pre-1955

1949 Jaguar XK 120

Joe McNeil

CLASS AWARD

Sports and GT Cars Pre-1955

1953 Nash-Healey Coupe

Don Tharp

CLASS AWARD

Supercars: 1980-1999

1995 Porsche 911

Tara and Nish Pillai

CLASS AWARD

Supercars: 1980-1999

1995 Ferrari F50

David MacNeil

CLASS AWARD

Supercars: 2000-Present

2017 Pagani Huayra BC

MKV Cars LLC

CLASS AWARD

Supercars: 2000-Present

2017 Dodge Viper ACR/E

John & Vicki Temple

2024 SPECIALTY AWARDS



The People's Choice Award
1933 MG J2
 Tom Metcalf MG collection



Engineering Excellence Presented by BMW North America
1973 Citroën DS3 Chapron
 Volker Ribniger



Hagerty Drivers Foundation/ FIVA Presentation Award
1962 Ghia L-6.4
 The Singleton Collection



The Amelia Fashion Trophy
1934 Swallow Sidecar S.S. 1
 Natalie and Scott Bluestein



The Best-Sounding Car Award
1951 Baldwin Special
 Jose Fernandez



The Claude Nolan Cadillac Award
1958 Cadillac Eldorado Brougham
 Timothy Vos



Hagerty Youth Judging Award
1955 Ferrari 250 Europa GT
 Kim and Stephen Bruno



Hagerty Car Culture Award
1996 Nissan Skyline
 Brian Mann



ICJAG Award
1954 Siata 208CS
 Bob Wilder



The Amelia Island Award
1956 Mercury XM Turnpike Cruiser
 Mark Pieloch



The Chairman's Choice Award
1952 Lazarino Prototype
 Dennis Garrity



The Craftsman/Phil Hill Restorers Award - Production
1947 Delahaye 135MS Narval Cabriolet
 Dana and Patti Mecum



CARS Beyond Borders Award
1934 Packard 1101/710 7-passenger tourer
 Rajiv Kehr



Hagerty Drivers Foundation Automotive Heritage Award
1918 Pierce-Arrow Touring
 Pikes Peak International Hill Climb Museum



Most Outstanding Porsche Award
1959 Porsche 356 Carrera Speedster
 Steven Harris



The Andial Trophy
1966 Porsche 906
 The HK Collection, HK Motorcars



The Chief Judge's Award
1958 MacMinn LeMans Coupe
 Dennis and Karen Kazmerowski, Chip And Shannon Fudge



The Craftsman/Phil Hill Restorers Award - Sports Race
1955 Ferrari 250 Europa GT
 Kim and Stephen Bruno

2024 SPECIALTY AWARDS



The Ford Motor Company / E.T. Bob Gregorie Trophy
1967 Maserati One-off by Frua
 Blake Stevenson



The Gil Nickel / Far Niente Award
1951 Jaguar XK120
 Tim Gillespie



The Indy Motor Speedway / Tony Hulman Award
 1965 Clint Brawner Indy Car
 The Ray Skillman Collection



The Margie and Robert E. Petersen Perfection Award
1938 Bugatti Type 57
 Jim Davis



Timeless Elegance Award
1929 Duesenberg Model J
 Lehrman Collection



The Founder's Award
1958 Ferrari 250 GT
 Peter S. Kalikow



The Grand Sport Trophy
1960 Chevrolet Corvette
 Dominic Testa



The International Motor Sports Association Award
1989 Audi 90 Quattro IMSA-GTO
 Audi Tradition



The Spirit of the 1000 Miglia Award
1957 Ferrari 250 GT
 Rob Kauffman / RK Motors



The General Motors / Dave Holls Award
1969 Chevrolet Corvette
 Guy Larsen



The Honorary Chief Judge's Award
1954 Chrysler Ghia GS-1
 Maine Classic Car Museum



The Judge John North Award
1956 Continental Mark II
 Leon Flagg and Curtis Lamon



The Spirit of the Concours Trophy
1913 Buick Model 25
 David and Amy Noznesky



On behalf of the Amelia Concours D'Elegance, congratulations to the winners and thank you to all of those who participated last year.



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The Amelia at 30

Celebrating three decades of elegance and excitement

Words by Charles Dressing



FROM THE moment the concept for the Amelia Island Concours d'Elegance was proposed, its founder, Bill Warner, understood that the glittering show on the lawns of the Ritz-Carlton Amelia Island would be as much about remarkable people as it would be about extraordinary cars.

Bill is a racer, a photographer, a historian, and a writer as well as an American entrepreneur. He wanted The Amelia to have the depth to appeal to even the most knowledgeable enthusiasts while offering a fine day at the ocean for those who simply wanted to soak in the elegance of classic automotive art and design.

The Amelia has met both goals with style and aplomb across three decades.





Top left: Sir Stirling Moss helps push a Cord L-29 in the first Amelia.

Top right: A range of racing Jaguars gathered on the grass in 2009.

Bottom: Six-time Le Mans winner Jacky Ickx poses as the Amelia's 2019 honoree.

On the showfield, The Amelia's class hosts allow guests the opportunity to bask in the reflected glory, speed, design, and history of the cars and the people who designed, created, and raced them.

Traditionally, the Friday afternoon seminars have been packed with the stars of the sport and the industry, including heroes such as three-time F5000 champion Brian Redman, who manned the Porsche 908 that brought Stuttgart its first world sports car title at the Nürburgring in 1969. The list of seminar panelists goes on to include America's world champion and Le Mans winner Phil Hill; Le Mans winner and Cobra creator, Carroll Shelby; six-time Le Mans winner Jacky Ickx; four-time Indy 500 winners Al Unser, Sr., and Rick Mears; Rusty Wallace, George Follmer, Judy Stropus, and, of course, The Captain himself, Roger Penske (America's 1962 National Road Racing Champ.)

During those seminars, everything from car design to 200-mph-plus wheel-to-wheel speedway racing was discussed in intimate depth and detail. After each seminar, fans still stand in long lines to gather the autographs of their favorite racers, designers, and industry scions.

Class judges have also been recruited from all the automotive arts. Design giants such as Moray Callum (VP Design, Ford), Ed Welburn (VP Design, General Motors), J Mays (VP Design Ford), Mike Simcoe (VP Design, General Motors), Tom Gale (VP Design, Chrysler), Freeman Thomas (Ford), Kip Wasenko (General Motors), Ralph Gilles (VP Design, Chrysler), Grant Larson, Porsche Design, as well as the automotive legend Peter Brock.

From the beginning, there was even a class for those unique and often exotically thoroughbred motorcycles curated by the late John S. Duss IV, a concours board member from the earliest moments of The Amelia's founding. Chuck Queener's exquisite taste and sense of style touched all of The Amelia's artwork for decades and made the programs and posters instant collectors' items.

Giants like Sir Stirling Moss launched The Amelia in 1996, and he returned in 2015 for the 20th edition of the show. It became tradition to photograph the annual honoree posing with his or her race cars. Even Sir Stirling bragged to his secretary upon his return to London about how many of his racers were on The Amelia's showfield in 2015.

The program's cover art has come to serve as visual résumés of many of the greatest racers of all time, from this year's honoree, Hélio Castroneves, to Jeff Gordon to Lyn St. James, and the man who changed motorsports forever—and for better—the legendary Roger Penske.

A reconnaissance through the 29 previous programs reveals a list of enthusiasts who have seen the automobile as a vessel of freedom, expression, and art. From the beginning, The Amelia has been known as “the racers’ concours,” because the founders had a clear vision of a full weekend that celebrated both the pageantry and passion of motorsports as well as the beauty and style of automotive design.

When Hagerty stepped into the role of impresario in 2021, that approach remained unchanged. The founding format that resonated with the fans was reinforced through a continuation of the founding principles of the concours.

For thirty years, a ticket to The Amelia has never failed to unlock many different doors for those who celebrate and appreciate grand automobiles, great racers, and gifted designers.



In 1955, Stirling Moss became the first Brit to win the great Italian race, the Mille Miglia. Along with navigator Denis Jenkinson, he won the race in 10 hours, 7 mins and 48 seconds in a Mercedes-Benz 300 SLR to set a record that will never be broken.

- Seventy** Formula 1 championship winners
- Three** Formula 1 champions
- Eighteen** Indy 500 victors
- Eighteen** Le Mans 24 Hour winners
- Sixteen** NASCAR champions
- Sixteen** Sebring 12 Hour winners
- Thirteen** Daytona 24 Hour winners
- Six** Sports car world champions
- Two** Can-Am champions
- Two** Trans-Am champions
- Two** North American F5000 champions

Plus **one** immortal race record:

Our first and 20th annual honoree, Sir Stirling Moss, will forever be the sole holder of a record that celebrates its 70th anniversary during The Amelia's 30th year. It remains for all time a record that will never be equaled, let alone broken. An open-road, 1000-mile circuit of the Italian peninsula, a true "lap of the gods" that lasted 10 hours, 7 minutes, and 48 seconds. We refer to none other than Sir Stirling's 1955 victory at the fabled Mille Miglia, a race considered so dangerous that it was banned after 1957. A race that was mastered by The Amelia's founding honoree.

"There are rare racers like Sir Stirling, who, through their gifts, have invested great cars with a sort of immortality," said founder Bill Warner. "In addition to those previously mentioned, we've been blessed to have such people involved with The Amelia ranging from giants like Hurley Haywood, John Surtees, Derek Bell, Bobby Allison, "Mr. Le Mans" Jacky Ickx, Vic Elford, Jim Hall, Carroll Shelby, Brian Redman, Jochen Mass, Hans Stuck, Sam Posey, Emerson Fittipaldi, Al Unser, Bobby Unser, David Hobbs, Bobby Rahal, Parnelli Jones, Johnny Rutherford, Phil Hill, Dan Gurney, and Richard Petty, to the volunteers in the parking lots, to the class judges, to the folks of Amelia Island who have hosted us and shown us world-class hospitality. We truly would not be celebrating thirty years of The Amelia without each and every one of them. We remain ever grateful." //

Photos Bettmann/Keystone/Getty Images

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2025 HONOREE

Hélio Castroneves

The Amelia celebrates the career of Hélio Castroneves, both on and off the race track.

Words by Steven Cole Smith

Hélio Castroneves pauses during practice for the Meijer Indy 300 on August 12, 2006, at the Kentucky Speedway in Sparta, Kentucky.

Photo Darrell Ingham/Getty Images

IT SOUNDS LIKE something out of a movie, but IndyCar and IMSA champion Hélio Castroneves swears it really happened. His father, Hélio, Sr., owned a small stock-car racing team in Ribeirão Preto, Brazil, and wanted to share his love of motorsports with six-year-old Hélio.

But the track had a minimum age for admission into the pit area, and it wasn't six. So, Hélio's father bought a small helmet and commissioned a kid-size fireproof suit. Then on race nights, Hélio would climb into the trunk of the family car, his dad would drive past security, and Hélio would sneak into the pits.

For the rest of the evening, young Hélio dodged the security guards by hid-

ing behind a stack of tires, or between two large crewmen. "It really happened," Castroneves recalled. "You're not allowed to have a kid in the pits or in the garage, but my dad couldn't leave me at home. For me it was like playing hide and seek, and it made me enjoy the races even more."

Love for racing frequently runs in a family, and that is certainly true when the family's last name is "Castroneves." In recognition of his racing passion and success, Hélio Castroneves is the 2025 honoree for The Amelia Concours d'Élégance, celebrating its 30th anniversary.

In the history of racing, only four drivers have won the legendary Indianapolis 500 four times each—A.J. Foyt,

Rick Mears, Al Unser, Sr., and Hélio Castroneves. This May, he'll try to make that a record five wins.

Hélio's amazing career began in Ribeirão Preto, Brazil, a city located a couple of hundred miles north of São Paulo. Hélio's father had moved the family to Ribeirão Preto where he could find work in the city's burgeoning ethanol business. It was 1977. Hélio was two.

Racing has always been massively popular in Brazil, and the country has produced a long list of professional drivers, including Formula 1 champion Ayrton Senna, who was Castroneves's role model. Other Brazilian drivers include Nelson Piquet, Tony Kanaan, Gil de



Right: Hélio began competing in Brazilian karting at age 10 and won the National Championship in 1989, at age 14.

Above: Thirty-four years later, Hélio (#06 Meyer Shank Racing) enters Turn One during the IndyCar Series Hy-Vee One Step 250 on July 23, 2023, at the Iowa Speedway in Newton, Iowa.



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Left: Hélio looks on during the Molson Indy in Vancouver, Canada, August 1997.

Right: Hélio during the Marlboro 500 at the California Speedway in Fontana, California, September 1997.

"As soon as I won my first trophy, it was love at first sight. I couldn't live without racing. And racing became my passion."

Ferrari, and Rubens Barrichello—to name just a few—as well as two-time Formula 1 champion Emerson Fittipaldi, who once served as Castroneves's manager.

Of course, for a country to produce so much racing talent, there needs to be an infrastructure to encourage and support young talent, a ladder for drivers to ascend as they sharpen their skills. Karting was, at that time—much as it is today—the first rung on that ladder. Castroneves began his rise by racing karts locally at age 10. At age 11, he joined a national series, where he was named the rookie of the year.

That was about the time Castroneves knew he wanted to be a race car driver. "As soon as I won my first trophy, it was love at first sight. I couldn't live without racing. And racing became my passion."

This pronouncement did not go over well with his mother, Sandra. As a former schoolteacher, she tried to steer young Hélio toward academic activities and less risky sports such as tennis or swimming.

It didn't work. In the end, Sandra became one of Hélio's biggest supporters.

In 1995, Castroneves moved to England to drive in Formula 3 for the established Paul Stewart Racing team. To finance the ride, Hélio, Sr., sold everything he could to raise money, including the São Paulo apartment where Hélio's older sister, Kati, lived while she was attending college. Today, Kati is Hélio's business manager.

Castroneves did well, winning a race and finishing third in the championship, but there was no money left to support another year in F3. When he was offered a test in Indy Lights—the developmental feeder series for IndyCar—Hélio flew to Phoenix and drove well enough to get a ride with Tasman Motorsports for the 1996 season.

Though he won a race, it was mostly a disappointing year, and Castroneves was ready to quit and go home. At the last minute, he sought advice from a sports

psychologist who gave Castroneves a rubber band to wear on his wrist. The psychologist instructed Castroneves to snap the rubber band, hard, every time he had a negative thought. It worked, and his racing started to improve.

After a solid season in Indy Lights in 1997, Castroneves went racing the next year in IndyCar with Bettenhausen Racing. There were no wins but there were some bright moments, and he finished second to Tony Kanaan in rookie of the year standings. Hélio moved to Hogan Racing for 1999, but it was more of the same: Bright moments, punctuated by multiple disappointments. He was snapping the rubber band a lot.

Castroneves wasn't sure what he was going to do for the 2000 season when a tragedy unexpectedly opened a door for him. Canadian racer Greg Moore had announced that after the 1999 season finale at the California Speedway, he would move to the powerhouse Team Penske.



Photos Robert Laberge/Darrell Ingham/Allsport

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“When I got the checkered flag, it seemed like a movie passing by in my head. **One of my dreams was suddenly coming true.**”



Ten laps into that last race, Moore lost control of his car, which went airborne at 220 mph and then barrel-rolled into a concrete barrier. Moore was killed. He was 24.

Penske had five days to find a replacement for Moore. The team reached out to Castroneves, and the next day his agent literally scratched out Greg Moore's name on the contract and hand-wrote in Hélio's name. Suddenly he went from not driving for the 2000 season to having a seat with the best team in the IndyCar series.

Castroneves was finally with a team he could depend on. “Not only Roger, but his entire family,” he said. “Roger has been a crucial part of my career. He kind of adopted me, raised me, and when the time was right, he set me free, and I continued my journey. He's the most dynamic person I know, but also the humblest. He's a person that I idolize.”

For the 2000 season, Penske changed to a new car, a Reynard, and swapped Mercedes-Benz engines for Honda. Castroneves won his first IndyCar race, the Grand Prix of Detroit. After taking the checkered flag, Castroneves jumped from his car, ran to the fence surrounding the track and climbed it. Thus was born what became his trademark move and earned him the nickname “Spiderman.” The fans love it.

Castroneves won his second race at the Mid-Ohio Sports Car Course and his third at the Grand Prix of Monterey at Laguna Seca. With a year at Team Penske under his belt, Castroneves was eager to get the 2001 season going. He won the second race of the season, at Long Beach, and repeated at Detroit and Mid-Ohio.

But the big news came at that year's Indianapolis 500. Open-wheel racing in America had splintered in 1996, when Indianapolis Motor Speedway president Tony George started his own series, the Indy Racing League (IRL), in direct opposition to the Championship Auto

June 18, 2000: Hélio wins his first IndyCar race at the Tenneco Automotive Grand Prix of Detroit, driving a Honda Reynard 2K1 for Marlboro Team Penske.



1: Castroneves won his first Indy 500 on May 27, 2001, driving the Marlboro Team Penske Dallara Oldsmobile at the 85th running of the race.



2: Win #2 at Indy came on May 26, 2002. Driving again for Marlboro Team Penske, Castroneves won the 86th running of the Indy 500.



3: Three fingers, three wins. Castroneves celebrates in Victory Lane after winning the 93rd running of the Indianapolis 500 on May 24, 2009.



4: The fourth win for Castroneves at the Indy 500 took place on May 31, 2021. This time, he was driving for the Meyer Shank Racing team.

Racing Teams (CART) series in which Team Penske raced. Most of the CART teams boycotted the Indianapolis 500 in 1996, and Penske stayed out for the next five years. Team Penske returned in 2001 after tensions between CART and the IRL cooled.

At the 2001 Indy 500, Castroneves qualified 11th and steadily made his way to the front. He was leading on lap 155 (of 200) when rain began falling, causing a 17-minute delay. When the race restarted, Castroneves jumped into the lead and stayed there for the final 52 laps. He won the 2001 Indianapolis 500 in his first start at the track. Teammate Gil de Ferran was right behind him, less than two seconds back. It gave Roger Penske a 1-2 finish, and his 11th overall win in the Indy 500.

Castroneves stopped his car at the finish line, and as had become his custom, dashed to the safety fence and climbed to the top, this time joined by some of his crew. Winning his first Indianapolis 500, in front of 400,000 fans, became a blur. “As soon as I got the checkered flag, it seemed like a movie passing by in my

head—one of my dreams was suddenly coming true. It was a special and fantastic moment.”

Such a moment occurred again in 2002, after Penske moved from CART to the IRL for the full season. Castroneves became the first driver since 1971 to win back-to-back Indy 500s. This time, when Spiderman climbed the fence, he was joined by his team owner, Roger Penske.

Castroneves’s second win at the Indy 500 raised his already-tall profile, especially in the world of pop culture. *Cosmopolitan* magazine named him the “Hunk of the Month.” *People* magazine proclaimed him to be the “Sexiest Race Car Driver.” And ESPN named him one of the world’s “20 Sexiest Athletes.”

But that was nothing compared with what came next.

Beginning in September 2007, Hélio developed a whole new fan base when he teamed up with professional dancer Julianne Hough for season five of the ABC series *Dancing with the Stars*. Two months and 21 episodes later, Castroneves and Hough were crowned the champions.

Did Hélio think he might win? “No, I did not,” he admitted. “My goal was to not be the first one to be eliminated. I did not want to be remembered as the dancing driver who sucked at the dancing part. I just wanted to survive the first week, and who thought I’d be surviving right up to the end?”

His win led to an appearance on *The Oprah Winfrey Show*, he worked as a dance analyst on *Entertainment Tonight*, he scored a story in *TV Guide*, and he was a judge for the Miss Universe pageant, opportunities race car drivers just don’t get. Though his win happened in 2007, “I still get recognized. It’s the only thing I’ve retired from—I put my dancing shoes on the shelf, that’s it. No more!”

Despite the success on the dance floor, racing remained the priority. At the 2009 Indianapolis 500, Castroneves qualified on the pole and ran near the front all day. He led for 66 laps and cruised to his third win at Indy. Hélio and his crew performed the obligatory fence climbing on the front stretch. He became the sixth driver to win three times at the track.

Castroneves remained with Team Penske’s IndyCar program though 2017; that year, he won at Iowa and climbed from 19th to a second-place finish at the Indianapolis 500. At the end of the season, Penske told Castroneves that he was needed on the new sports car program for IMSA. With mixed feelings but with the assurance that he’d have a place in the team’s lineup for the Indianapolis 500, Castroneves agreed to move from IndyCar to the Acura-backed Daytona Prototype car for the 2018 season, pairing up with co-driver Ricky Taylor.

Was it a difficult decision to race full time in IMSA? “I’ll be honest, it was. But it was the right decision. Roger basically sold me on the series, and I fell in love with it. It’s a challenging series filled with some great drivers.”

The team improved as the year went on, highlighted by a win at Mid-Ohio and multiple podium finishes in 2019. Then in 2020, everything jelled: Castroneves and Taylor won at Road America, Road Atlanta, and Mid-Ohio, and then again at Laguna Seca. Though Castroneves came up a little short in his quest to win an

IndyCar title—he took second overall four times—he was now a champion in the IMSA WeatherTech SportsCar Championship series.

At the end of the 2020 season, Hélio was approached by team owner Michael Shank, for whom Castroneves had raced in his first Rolex 24 at Daytona back in 2007. Shank’s team was now called Meyer Shank Racing after Shank took on a partner, Jim Meyer, in 2017. Meyer, a lifelong racing fan, was at that time the CEO of SiriusXM Broadcasting.

While maintaining its strong presence in IMSA, the Meyer Shank team began racing in IndyCar in 2017. “We were building our IndyCar team for 2021, and we were looking for a driver, with the priority being the Indianapolis 500,” Shank said. “Hélio was coming off his deal with Roger Penske. At the time he was 45 years old, but he still seemed like he had a lot of gas left in the tank. We signed him for six races that year. Little did we know that we would change racing history—and our lives—forever.”

He’s referring to the 2021 Indianapolis 500, the first IndyCar race of the six

in which Castroneves would participate that season. It was a strange atmosphere at the Speedway that year: Due to COVID, attendance was limited to 135,000—still an enormous crowd, but just 40 percent of what the track could hold. Castroneves qualified eighth.

When the green flag flew, Castroneves settled into a top-10 position, and as the race progressed, he began to move up. With 10 laps to go, it appeared that the finish would come down to a battle between Alex Palou, who was in his first season with Chip Ganassi Racing, and Castroneves. With just two laps left, Castroneves made a daring pass on Palou and held off the young driver to take the checkered flag.

Simon Pagenaud, Castroneves’s former Penske teammate, perhaps said it best: “It was basically a four-time legend showing a rookie how to win the race, and that was amazing.” Castroneves won by less than a half-second, joining Foyt, Mears, and Unser in the very exclusive four-wins club at the Indy 500.

As if that weren’t enough for 2021, Hélio won the Rolex 24 at Daytona in the



Wayne Taylor Racing Acura and won it again in 2022 driving Meyer Shank's Acura Daytona Prototype. In 2023, Hélio made it three straight wins at Daytona, again in the Meyer Shank Acura. Castroneves and the team also won the season-ending Petit Le Mans race at Road Atlanta.

Castroneves had a comparatively quiet season for 2024. After returning full time to IndyCar in 2022 and 2023, he dialed back to just three races in 2024, but it was announced that he had become a part owner of Meyer Shank Racing. If it's up to Michael Shank, Hélio will be a big part of the team long after

he decides to hang up his helmet, possibly next to those *Dancing with the Stars* shoes. Hélio admits he enjoys having a bit more downtime to spend with long-time partner Adriana and their daughter, Mikaella, and he's able to make more frequent trips back home to Brazil. Just don't call him "retired." In fact, in February, Castroneves was able to enter this year's Daytona 500—the kickoff race for the 2025 NASCAR Cup series—thanks to Trackhouse Racing's Project91, which is an initiative that makes a car available in the Daytona 500 for an internationally known driver with impeccable racing credentials.

At 49, Castroneves isn't ready to give up on a fifth Indy 500 victory, and neither is Shank. "We've been behind a little bit compared with our win in '21, and our goal this year is to give Hélio a car that can run in the top five or six. If we can be there, say, with 25 laps to go, we have a real opportunity to get him that fifth win. We all want to be a part of that." The team now has a technical alliance with Chip Ganassi Racing, and both Shank and Castroneves are convinced that will help.

As for being the 2025 honoree for The Amelia: "What an honor," he said. Hélio had initially been under the mistaken impression that The Amelia's hon-

oree had to be retired from active duty. "When Ray Evernham called me about it, I told him, 'I still race! I'm still doing stuff!' I'm thrilled to join so many incredible honorees—one of them being Mr. Penske. I can't wait for the weekend."

Hélio has come so far since those days when he was six, sneaking into races in the trunk of his father's car. He never forgets what his father sacrificed to make Hélio's dreams come true.

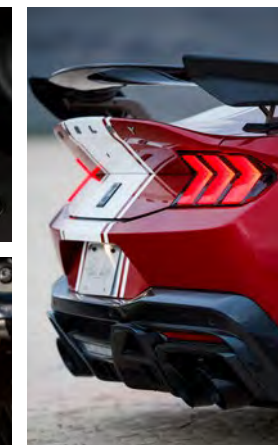
In an interview with *Sports Illustrated*, Hélio's dad said it's just what a father does for his son. "I couldn't realize my dream of racing," he said. "But seeing my son succeed was even better." //

Left: The #06 AutoNation/SiriusXM Honda prior to the 107th running of the Indianapolis 500.

Right: Castroneves prepares for practice rounds at the 2023 Acura Grand Prix of Long Beach on April 14, 2023, in Long Beach, California.

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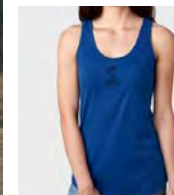
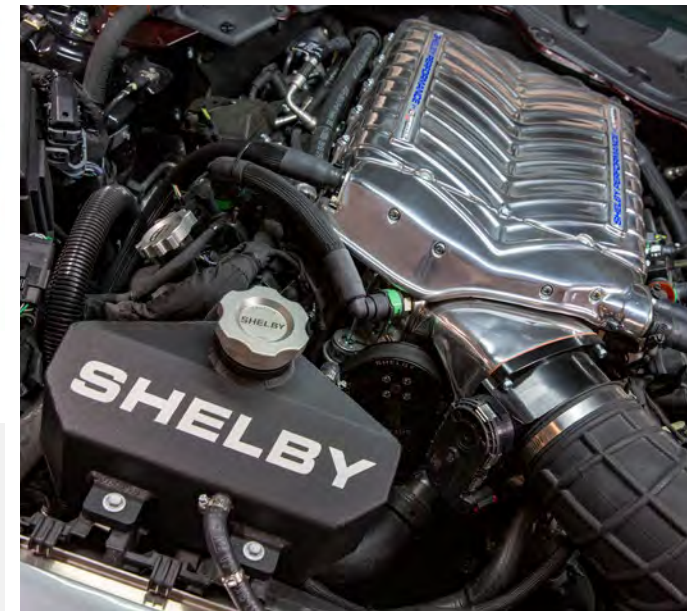
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THE AMELIA
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Race Cars of Hélio Castroneves

Amelia's honoree has been winning for almost 30 years. Here are a few of the cars he's driven to success

Words by Steven Cole Smith

This Spiderman's origin story began when Hélio climbed the fence to celebrate his first IndyCar win. Here he climbs the fence after winning his third Indy 500 on May 24, 2009.

1997 Tasman Motorsports - Indy Lights

3 wins and 2nd overall

Indy Lights served as the feeder series for Championship Auto Racing Teams (CART), America's premier open-wheel racing series. Hélio Castroneves began racing in his native Brazil before moving to Europe to race one season in Formula 3. When the season ended in 1995, he was offered a test in the U.S. in the Indy Lights series. For 1996, Castroneves joined Steve Horne's racing team,

Tasman Motorsports, where he did well. In his 1997 season with Tasman—driving the Lola T97/20 powered by a Buick V-6—Castroneves won three races and qualified on the pole four times. Hélio finished the season in second place overall, right behind teammate Tony Kanaan, a fellow Brazilian whom Castroneves had raced against during his karting days back in Brazil.

2001 Marlboro Team Penske - Dallara/Oldsmobile

3 wins and 1st place at the Indy 500 (First overall win at Indy)

After two mildly productive seasons in CART, Castroneves was hired by the racing powerhouse, Team Penske, in 2000. In 2001, Castroneves was driving a Honda-powered Reynard 2KI race car and won three races. Penske had sat out the Indianapolis 500 for a long five years as a result of the split between the two racing series, CART and the Indy Racing League (IRL), but returned to the

IRL-sanctioned Indy 500 in 2001. However, the IRL used different cars and engines than those used in CART, so Penske had to purchase a Dallara IR-02 powered by an Oldsmobile V-8. In his very first Indianapolis 500, Castroneves qualified 11th and went on to take the checkered flag for his first win at Indy. Castroneves won again in 2002 for back-to-back Indy victories.



**2008 DHL Team
Penske Porsche -
Porsche RS Spyder
(LMP2)**

1st place at Petit Le Mans

Although Castroneves was a lifelong open-wheel racer, in 2006, he won a sports car endurance race in Brazil. In 2007, he made his U.S. sports car racing debut in the Michael Shank Racing Riley-Ford Daytona Prototype car at the Rolex 24 Hours of Daytona. That same year, Team Penske began fielding the Porsche RS Spyder Evo in the American Le Mans Series (ALMS), and Castroneves co-drove that car at the Mobil 1 Twelve Hours of Sebring. In 2008, Castroneves and teammate Ryan Briscoe won the Le Mans Prototype 2 class at the 10-hour, 1000-mile Petit Le Mans race at Road Atlanta, the penultimate event that year in the ALMS season.



**2011 James Rosenberg
Racing V8 Supercar**

2010 and 2011 Armor All Gold Coast 600

In 2010, Castroneves was invited to co-drive with series regular Tim Slade in the Australian V8 Supercar Championship Series in one of the biggest races of the season, the Armor All Gold Coast 600 at Surfers Paradise. The star-studded event drew a lot of big-name drivers from other series, including Sébastien Bourdais, David Brabham, Dario Franchitti, Scott Dixon, Jacques Villeneuve, Scott Pruett, Ryan Briscoe, and Will Power. All the entries were either Ford Falcons or Holden Commodores—Castroneves and Slade drove a Ford Falcon FG. Castroneves returned for the 2011 Gold Coast race, again teaming up with Slade in a Falcon. This time, visiting drivers included Mika Salo, Jörg Bergmeister, Gil de Ferran, Patrick Long, Boris Said, and Simon Pagenaud, to name just a few.



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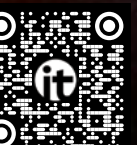
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2012 Shell Racing Peugeot 408

1 race in the Stock Car Brasil Series

With Roger Penske's approval—Shell was a major Penske sponsor—Castroneves made a guest appearance in the season-ending Stock Car Brasil race in 2012. The race was held at the Interlagos circuit in São Paulo, Brazil, Castroneves's birthplace. He joined the Shell Racing team for the Stock Car Corrida do Milhão event, which also featured guest drivers Tony Kanaan, Rubens Barrichello and Raphael Matos. All the cars were either Chevrolet Sonics or Peugeot 408s; Castroneves piloted a Peugeot.



2020 Acura Team Penske Acura ARX-05

4 wins and 1st place overall in IMSA SportsCar Championship, Daytona Prototype international

At Roger Penske's request in 2018, Castroneves moved from Penske's IndyCar program to the team's IMSA sports car program, fielding factory-backed Acuras in the top Daytona Prototype class. Teamed with co-driver Ricky Taylor, the pair had solid seasons in 2018 and 2019. In 2020, they took their performance to a different level, with four wins in their Acura ARX-05, which used an Oreca chassis and a twin-turbo, 600-hp 3.5-liter V-6 engine. A season title eluded Castroneves during his IndyCar career—he finished second four times—but he and Taylor won the 2020 IMSA championship.



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2021 Meyer Shank Racing Dallara/Honda

1st place at the Indy 500 (4th overall win)

With three Indianapolis 500 wins racing for Team Penske to his credit—in 2001, 2002, and 2009—Castroneves moved to the small but aggressive Meyer Shank Racing team in 2021. He won an historic fourth Indy 500, joining A.J. Foyt, Rick Mears, and Al Unser, Sr., as the only four-time winners of the race. Castroneves's car was a Dallara DW12, powered by a Honda twin-turbocharged 2.2-liter V-6.



2023 Meyer Shank Racing with Curb-Agajanian Acura ARX-06

1st place at the 24 Hours of Daytona

Castroneves is magic at the 24 Hours of Daytona, winning in 2021, 2022, and 2023. That last win at the Rolex 24, the 61st running of the IMSA season opener, had Castroneves co-driving with Colin Braun, Tom Blomqvist, and old friend Simon Pagenaud. For 2023, IMSA made a major change to its Prototype class, moving from long-time Daytona Prototype specifications to an all-new GTP

car. This new car was also eligible to race in the Europe-based World Endurance Championship series, which includes the 24 Hours of Le Mans. The car is referred to as the LMDh car, which stands for Le Mans Daytona hybrid. The winning car was the Acura ARX-06, which Blomqvist qualified with on the pole. Meyer Shank didn't compete in 2024 but will be back with Acura for the 2025 IMSA season. //

50 YEARS OF THE PORSCHE 911 TURBO



The pinnacle of Porsche performance

Words by Jay Gillotti



1975 Porsche 911 Turbo Carrera shown at Porsche's Ludwigsburg, Germany, facility.

THIS YEAR, The Amelia is celebrating 50 years of Porsche's 911 Turbo. The car has been a standard-bearer and positioned at the top of Porsche's 911 product line for much of the past five decades. It also served as the basis for numerous successful Porsche racing cars including the ubiquitous and dominant 935, which has the rare distinction of being a production-based car that captured overall victory in the 24 Hours of Le Mans. The 911 Turbo posters on many a bedroom wall have marked the aspirations of countless future Porsche owners over the years.

Considered by many to be Porsche's first "super" car, the 911 Turbo had performance to challenge top-end Italian exotics such as the Lamborghini Countach and the Ferrari 512 BB. It

also represented the rapid transfer of technology from racing to the street. Porsche's first turbocharged racing cars, the 917 Can-Am spyders, had just won championships in 1972 and 1973. The 911-based RSR Turbo very nearly won the 24 Hours of Le Mans in 1974. The 911 was not the first turbocharged production car (that honor went to the 1962 Oldsmobile Jetfire), but it was the first successful turbocharged sports car. It has remained in nearly continuous production over the past 50 years, as each successive generation of the 911 has been produced with a Turbo model.

The concept for a turbocharged 911 was first shown at the Frankfurt and Paris auto shows in September and October 1973. Development work was underway even as the 917 spyders were winning

championships in Europe and North America. A production version of the 911 Turbo was first shown in the fall of 1974, and cars became available in Europe during the spring of 1975. Initially badged the "Turbo Carrera," the cars became known by their internal "type" number, 930. The Turbo was heavier and more luxurious than a standard 911 but was easily the fastest Porsche production car to date. Peak horsepower for the European version was set at 260 with a zero-to-60-mph time of about six seconds. For 1978, the Carrera designation was dropped and the 930s were simply identified with "Turbo" script. Engine size was increased from the original 3.0-liter flat-six to 3.3 liters.

In 1979, the Turbo was discontinued in the U.S. as it was unable to pass

emissions testing. The Turbo eventually returned to the U.S. for the 1986 model year after Porsche was able to produce an emissions-compliant 930. During the 1980s, tuners such as Ruf extracted ever greater performance from the turbocharged Porsche flat-six, with the famous "Yellowbird" winning *Road & Track's* "World's Fastest Car" designation in 1987.

When Porsche's early 1990s 964 version of the 911 debuted, the next Turbo was intended to be an entirely different car. Designed under Type numbers 965/969, it was inspired by the 959, Porsche's 1980s-era supercar. However, development issues and projected costs prevented the 965/969 from production. Porsche then adapted existing 3.3-liter 911 Turbo engines to the 964. The new

3.6-liter engine was eventually turbocharged and installed in the 964 Turbo S, offering 360 horsepower. Its zero-to-60-mph time was less than five seconds and it had a top speed up to 180 mph.

The final air-cooled 911 Turbos debuted in 1993 with the 993 generation. The 911 Turbo now sported a twin-turbo engine capable of more than 400 horsepower. The cars were offered only with all-wheel drive and continued the tradition of a "wide body" look with extra-curvaceous fender flares. The air-cooled era ended with the 993 Turbo S, further upgraded to 425 horsepower in the U.S. These rare cars are now among the most desirable of 911 Turbos.

The mid-1990s also saw the growth of higher performance "specials" such as the 911 GT2. This lightweight, thinly

disguised racing car for the street could go from zero to 60 in less than four seconds and had a top speed approaching 190 mph. However, during the 1990s and early 2000s, most extra-high performance 911s were again excluded from the U.S. market, primarily due to U.S. emissions regulations.

An all-new, water-cooled Porsche 911 appeared in 1999. The 996-generation Turbo eventually appeared in 2000 as a 2001 model. However, it did not use the standard M96 engine from its sister 911s. Instead, it benefited from Porsche's decision to create a water-cooled, dry-sump engine based on Porsche engineer Hans Mezger's earlier 911 and competition architecture. This engine was also adapted to the 911 Turbo after appearing in the first 911 GT3s

The first patent for turbocharging dates to 1905. **Porsche began experimenting with the technology as far back as 1939.**

The 1976 911 Turbo Carrera (right) shown with a 911 S Targa (left). The single turbo and its installation configuration are clearly visible in comparison with the normally aspirated engine. The Turbo's wide-body fender flares and rear wing made a high-performance statement.



and 996-based Porsche Supercup racers. Also, unlike its sister 996s, the Turbo had a racier look with flared rear fenders and a unique rear-spoiler/wing combination. For the first time, the 911 Turbo had an optional automatic transmission.

This new 911 Turbo led to developments such as the fearsome 996 GT2, a car capable of zero to 60 in less than four seconds and a top speed near 200 mph. The rear-wheel-drive-only GT2 set a new benchmark lap time at the Nürburgring: 7 minutes, 47 seconds—a time close to 908/03 racing cars from the early 1970s. The final 996 Turbo S raised the engine output to 450 horsepower, which was just slightly less than the GT2.

The 2000s saw a proliferation of new technologies and driver aids including carbon-ceramic brakes, stability control, launch control, active suspension management, variable turbine geometry in the turbochargers, and sophisticated electronic performance management. In the mid-2000s, the 997 era of 911 Turbos saw ever-increasing performance. Following an established trend, the Porsche engineers produced a more rigid, lower-drag and all-around better, faster car. Fans appreciated the more shapely, somewhat more traditional 911 styling of the 997. The end of an era arrived in 2008 when Porsche phased out the last Mezger-based Turbo engines.

The mid-cycle refresh for the 2009 997s brought an all-new, direct-injection engine to the 911 line that was designed from the beginning to be used in the 911 Turbo. This engine would carry on into the first generation of another all-new 911 platform, the 991. The 997.2 genera-

tion introduced Porsche's double-clutch PDK semi-automatic transmission to the 911 line. With the growing popularity of Porsche's non-turbo 911 GT3s, the Turbo provided a more comfortable alternative that gave away very little in terms of performance relative to its harder-edged, track-focused stablemates.

In 2015, the mid-cycle refresh for the 991 brought another significant change to the 911. With the 991.2, all 911s (aside from the GT3s) had turbo engines. Turbocharging allowed Porsche to provide improved performance and fuel efficiency even in the base 911. However, this did create a moment of confusion: How to use the “Turbo” designation? Porsche's decision was to transition the Turbo moniker to signify the top of the 911 range; again, aside from the GT3 and its variants. In 2016, Porsche introduced the 991.2 Turbo and Turbo S.

These new Turbos continued to use all-wheel drive and were given 3.8-liter engines making well over 500 horsepower. Porsche applied its standard round of development wizardry to these cars, resulting in numerous changes to optimize turbo-boost pressure. Although the cars were heavy, the Turbo S was two seconds faster around the Nürburgring than a GT3 RS. In 2017, the Turbo S Exclusive edition broke the 600-hp barrier (for a non-GT2 911 Turbo), while the track-focused GT2 RS reached a staggering 700 horsepower.

The latest generation of 911 Turbos, the 992, appeared in 2020. These cars featured counterrotating turbochargers and improved boost control. As with every generation of the 911, Porsche engineers worked to improve the com-

plete intake-to-exhaust “breathing” of the engines. Porsche once again offered a Turbo S and a slightly detuned Turbo version of these 911s, with 641 and 573 horsepower, respectively. In 2024, the refreshed 992.2 GTS was announced with a “hybrid” feature using an electric motor to further optimize the speed of the turbochargers. It remains to be seen exactly what Porsche will unleash with the 992.2 911 Turbo, but it is expected to appear in 2025 with hybrid features to boost performance.

The first patent for exhaust-gas turbocharging dates to 1905 and the Swiss engineer Alfred Büchi. Porsche experimented with the technology as far back as 1939 to improve the high-altitude performance of the Volkswagen-based Kübelwagen for the German military. As a maker of automobiles, Porsche first expanded turbocharging beyond the rear-engined 911 in 1978 with the front-engined 924. Today, most new Porsches with internal combustion engines are turbocharged, realizing high performance combined with relatively good fuel efficiency. “Turbo” remains not only a marker of extra-high performance in the 911, but it also extends the brand even to the highest-performing version of the Taycan, Porsche's all-electric (and non-turbo) sports car. The 911 Turbo continues to expand the boundaries of performance in Porsche's flagship sports car. The legend and the spirit of the 930 of the 1970s continue to be celebrated even 50 years later. //

Jay Gillotti is the author of *Gulf 917* and *Porsche Decades*, published by Dalton Watson.

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75 YEARS OF
F1

**It took decades,
but today Formula
1 is booming in the
United States.**

Words by Peter Nygaard

FOR MANY YEARS, the Formula 1 World Championship was overshadowed in the United States by NASCAR and Indy-Car. Not anymore: The Netflix series *Drive to Survive* has made F1 drivers such as Max Verstappen and Lewis Hamilton household names, and the United States now hosts annual rounds of the World Championship in Miami, Las Vegas, and Texas. Formula 1, celebrating its 75th anniversary in 2025, has finally conquered the U.S.

While we here in the states are just catching on to the excitement, the rest of the world has been enjoying the pinnacle of motorsports since 1950. Let's look back over the decades to see how the sport began and has evolved over 75 years.

1950s

The Formula 1 World Championship began in 1950. The Fédération Internationale de l'Automobile (FIA) selected a handful of established Grands Prix races for the new series, but a mere six European races were not enough to justify the "world" moniker. The FIA decided that the Indy 500 would also award points for the new championship, but F1 teams—all based in Europe—showed little interest in racing around in circles at Indianapolis.

The Italian racing team Alfa Romeo dominated in 1950 and 1951 with its prewar 158/159 cars, and Giuseppe Farina (1950) and Juan Manuel Fangio (1951) became Formula 1's first World Champions. Alfa Romeo's withdrawal after the 1951 season left its Italian nemesis, Ferrari, as the only serious F1 team. After his 1951 title, Fangio won four World Championships in a row from 1954–1957. Fangio was the dominant driver of the 1950s, winning a staggering 24 of his 51 World Championship races between 1950 and 1958.

At the end of the 1950s, the biggest technical revolution in the history of Formula 1 took place when the big, front-engined cars were overtaken by smaller, lighter, and better-handling cars with the engine now located behind the driver. In 1959, the United States staged its first Formula 1 Grand Prix in Sebring, Florida. Beginning in 1960, the Indy 500 was no longer part of the F1 World Championship.

1960s

Lance Reventlow, the ultra-wealthy heir to the vast Woolworth fortune, harbored ambitions of creating an all-American F1 team, but it took a long time to get his Scarab F1 racing car ready. The Scarab had the notable pedigree to be the only F1 racer that was designed, engineered, fabricated, and assembled entirely in the United States. When the Scarab finally made its debut in 1960, its front-engined design was already obsolete and the Scarab only took part in a couple of races.

In 1960, Phil Hill became the first American to win in the Formula 1 World Championship when he drove for Ferrari to win the Italian Grand Prix at Monza. The next year, Hill was crowned World Champion in tragic circumstances. His teammate Wolfgang von Trips was on his way to winning the title when he was killed in an accident at Monza, which also claimed the lives of 13 spectators. The World Champion for 1963 and 1965 was Jim Clark, driving for Lotus. Clark was the dominant driver of the 1960s, a decade which also saw fellow Brits Graham Hill, John Surtees, and Jackie Stewart win the title.

Dan Gurney's All American Racers became the first U.S. team to win a round of the F1 World Championship when Gurney himself took the checkered flag in the 1967 Belgian Grand Prix. From Sebring, the U.S. Grand Prix moved to Riverside, California, in 1960. From 1961–1980, the U.S. round of the World Championship found a home at Watkins Glen, a track located in the Finger Lakes region of New York.

Top: Jack Brabham (1) takes the lead at the start of the 1961 U.S. Grand Prix in Watkins Glen.

Left: Phil Hill won the 1961 World Championship for Ferrari.

Bottom: Debuted in 1971, the Lotus 56B with a gas-turbine engine was not a success.

Right: The Tyrrell team's six-wheeler won the 1976 Swedish Grand Prix.

1970s

The third decade of the Formula 1 World Championship had a tragic start when Lotus-Ford driver Jochen Rindt was killed during a practice session for the 1970 Italian Grand Prix. At the time of his accident, Rindt had a comfortable lead in the championship, and at the end of the year he became Formula 1's only posthumous World Champion.

The 1970s saw several creative designs in Formula 1. While the Tyrrell-Ford team won the 1976 Swedish Grand Prix with a car featuring six wheels (four wheels at the front and two at the rear), Lotus experimented with a car powered by a Pratt & Whitney gas-turbine engine. Several teams built all-wheel-drive cars but soon realized the cars were too heavy and too complicated to be competitive.

Few car manufacturers took part in F1 during the 1970s, and small specialist teams such as Tyrrell, Lotus, and McLaren—all powered by the legendary Ford-Cosworth DFV engine—dominated. Racers Jackie Stewart, Emerson Fittipaldi, and Niki Lauda each won two World Championship titles, and Mario Andretti became the second U.S. World Champion when he took the 1978 title.

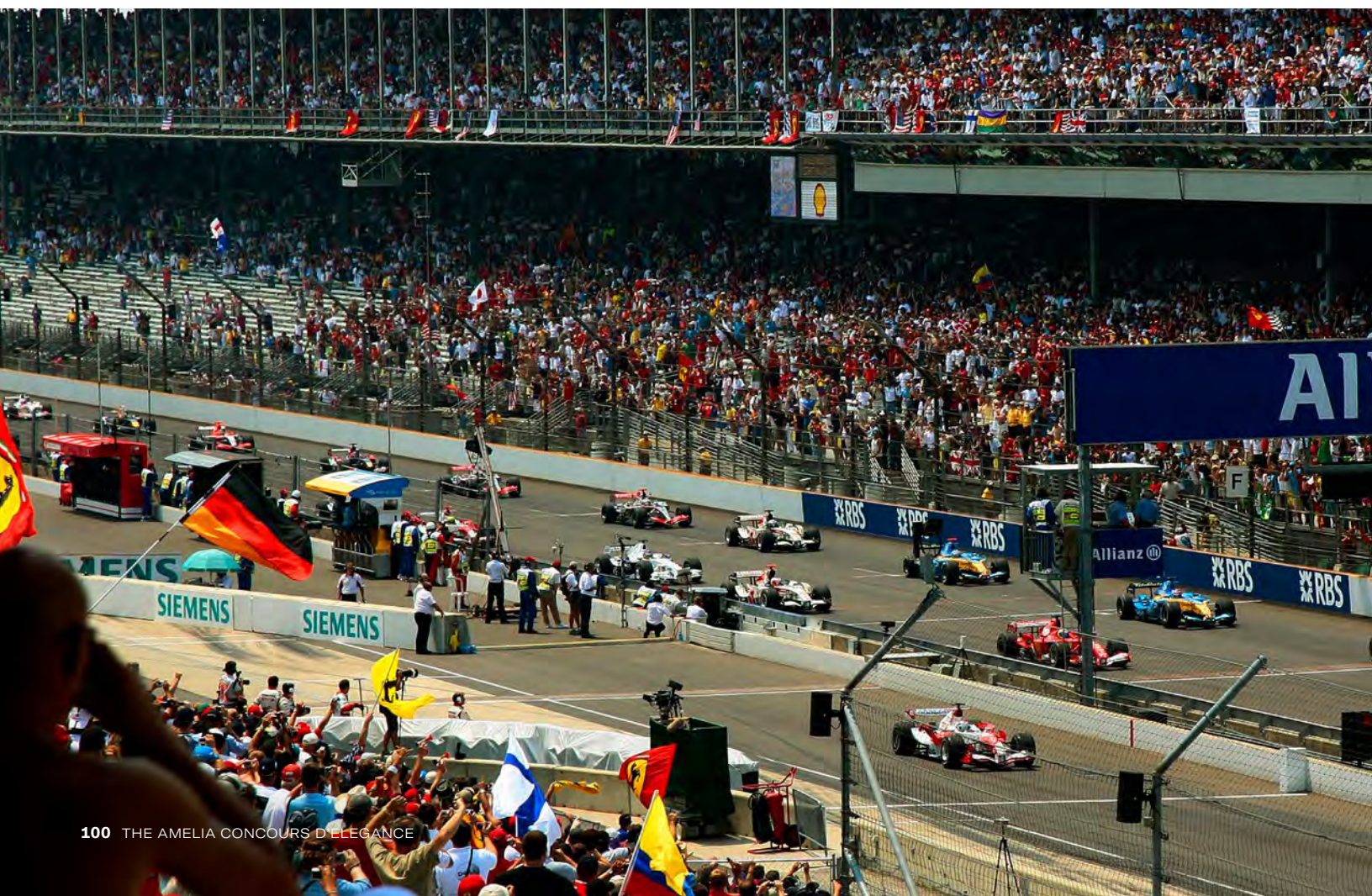
U.S. teams Shadow (1973–1980), Parnelli (1974–1976), and Penske (1974–1977) joined and left Formula 1 again, with Shadow and Penske winning one race each. Increased TV coverage attracted new sponsors and by the end of the 1970s, Formula 1 was not only a great sport—it was also big business.





Top: The streets of Long Beach hosted the U.S. Grand Prix West from 1976 to 1983.

Bottom: The U.S. Grand Prix was held at the Indianapolis Motor Speedway from 2000 to 2007.



1980s

Watkins Glen had its last Grand Prix in 1980, but the race in Long Beach, California—which made its debut in the World Championship calendar in 1976—continued until 1983. Las Vegas (1981–1982), Detroit (1982–1988), Dallas (1984), and Phoenix (1989–1991) also hosted Grands Prix with limited success.

In 1981, McLaren introduced the first carbon-fiber monocoque used in Formula 1. This created a “survival cell,” which greatly improved safety. From six fatal accidents in the 1960s and eight in the 1970s, only two drivers lost their lives in Formula 1 races in the 1980s.

Turbo engines, introduced in 1977 to F1 by French manufacturer Renault, dominated the sport in the early part of the decade. With maximum boost, the 1.5-liter engines produced close to 1500 horsepower, making them the most powerful in the history of Formula 1. Limits on fuel-tank capacity and boost pressure gradually reduced the output of the turbo engines, which were banned from F1 starting in 1989.

McLaren, with engines supplied by TAG-Porsche (1983–1987) and Honda (from 1988 onwards), was the leading team of the 1980s with drivers Niki Lauda (1), Alain Prost (3), and Ayrton Senna (1) winning a total of five World Championship titles for the British team.

1990s

Ayrton Senna took another title for McLaren-Honda in 1991 but tragically lost his life in an accident during the 1994 San Marino Grand Prix. Senna’s accident led to a major push for improved safety, and engine size was reduced from 3.5 to 3.0 liters to rein in the cars’ performance.

Renault was the leading engine man-

ufacturer of the decade. Driving for the British team Williams, Nigel Mansell (1992), Alain Prost (1993), Damon Hill (1996), and Jacques Villeneuve (1997) all took titles with the V-10 engine supplied by Renault. Michael Schumacher made his debut in 1991 driving for U.K.-based manufacturer Jordan and became World Champion in both 1994 and 1995 driving for British team Benetton.

In 1994, Mercedes returned to Formula 1 for the first time since 1955, dipping its toes in first as an engine supplier. Finnish driver Mika Häkkinen won the 1998 and 1999 titles in a McLaren powered by Mercedes engines. The United States disappeared from the Formula 1 calendar in 1999 after three less than successful races in Phoenix.

2000s

Formula 1 continued to grow, and in 2000, the United States Grand Prix returned on a new circuit built on the infield of the Indianapolis Motor Speedway. During the 2000s, new races were added in Malaysia, Bahrain, China, Turkey, Singapore, and Abu Dhabi. Formula 1 was slowly moving away from its traditional homeland in Europe, and 2007 was the first F1 season with more races held outside Europe than inside.

Interest from car manufacturers was also soaring: BMW, Honda, and Toyota entered their own teams in the early part of the decade, only to withdraw again after the financial crisis of 2008–2009.

Engine size was reduced from 3.0 to 2.4 liters. Progress with aerodynamics and tires, however, compensated for the reduced power output, and lap times remained stable. Michael Schumacher, now driving for Ferrari, dominated the first half of the century, taking five World Championship titles in a row from 2000 to 2004.

2010s

New races in South Korea (2010–2013), India (2011–2013), and Russia (2014–2021) joined the F1 calendar but then were later dropped from the schedule. Meanwhile, the number of rounds per season remained around 20. Indianapolis lost its Formula 1 race in 2008, but the United States Grand Prix returned in 2012, held

now at the Circuit of the Americas outside Austin, Texas. Sebastian Vettel, driving for Red Bull-Renault, took four World Championships in a row from 2010–2013.

Turbo-hybrid engines with 1.6 liters of displacement were introduced in 2014. With a thermal efficiency of more than 50 percent, they are the most efficient engines in the world. For several years, Mercedes’ hybrid engine was in a class of its own, with Lewis Hamilton (2014–2015, 2017–2020) and Nico Rosberg (2016) winning seven titles in a row for the German manufacturer. In 2016, Gene Haas entered the first U.S. F1 team since Carl Haas (no relation) had his Beatrice-supported team in 1985–1986.

2020s

Few U.S. drivers have raced in Formula 1 in the new millennium. The sole point scored for Logan Sargeant’s tenth-place finish in the 2023 United States Grand Prix at the Circuit of the Americas is the only point scored by an American driver since Michael Andretti’s third-place finish in the 1993 U.S. Grand Prix.

Liberty Media Corporation, which purchased the commercial rights to Formula 1 in 2017, has continued to develop and expand the World Championship series. New races were added in Qatar and Saudi Arabia, and the United States now has three rounds with two highly successful races in Miami and Las Vegas joining the Circuit of the Americas. The Netflix series *Drive to Survive* has attracted a new, younger, and more diverse fan base, and Formula 1 is popular like never before.

Max Verstappen (Red Bull-Honda) took four titles in a row from 2021–2024, and with 24 races from March to December, the 2024 World Championship was the longest season to date. Today, Lewis Hamilton is the most successful driver in the history of the Formula 1 World Championship, with 105 Grands Prix wins (as of December 1, 2024).

With the Haas F1 team now firmly established in the midfield, General Motors announcing that Cadillac will enter the sport in 2026—with Mario Andretti serving on the team’s board—and three highly successful races, Formula 1 has finally conquered the United States. And it only took 75 years for it to happen. //

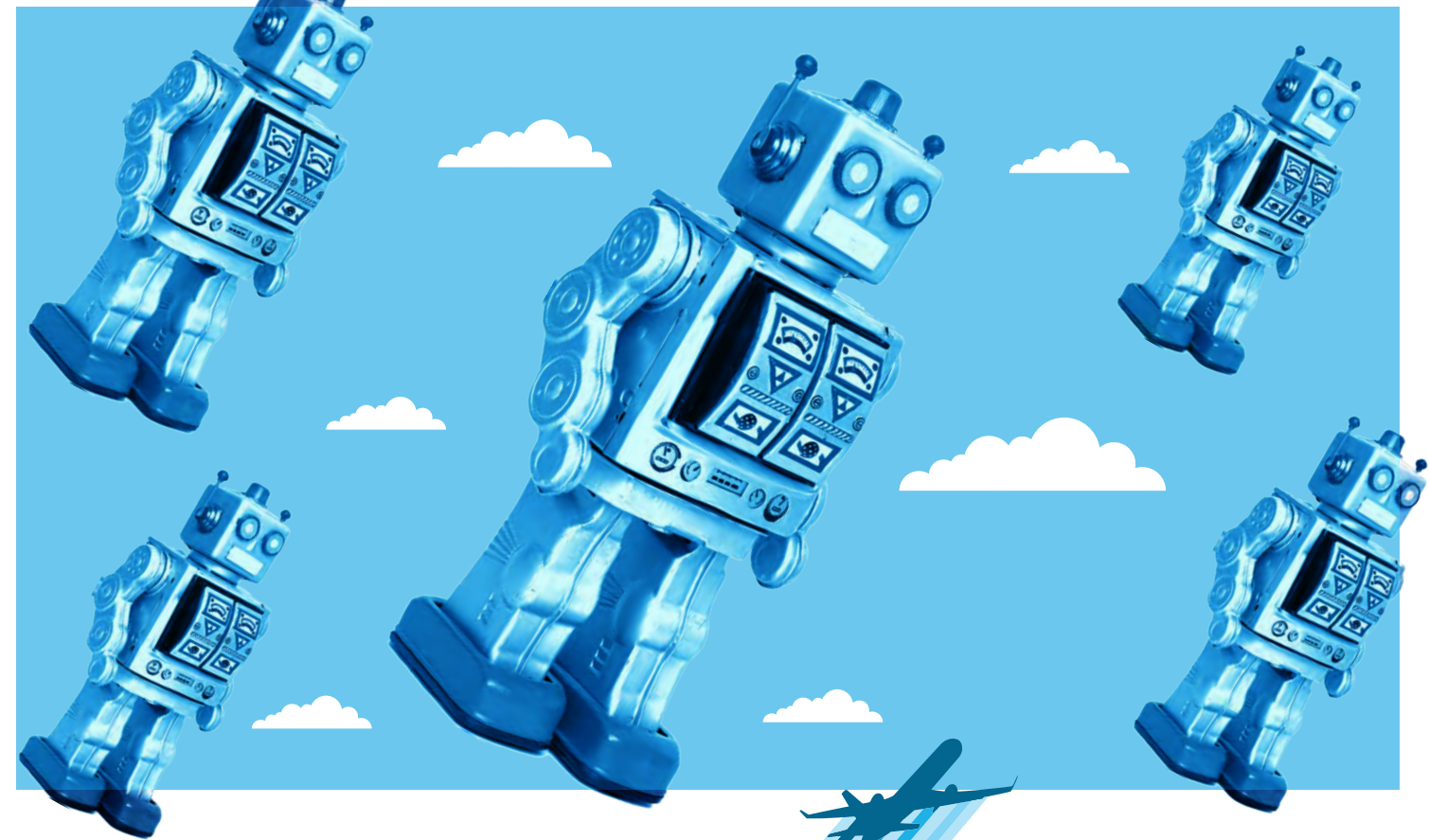


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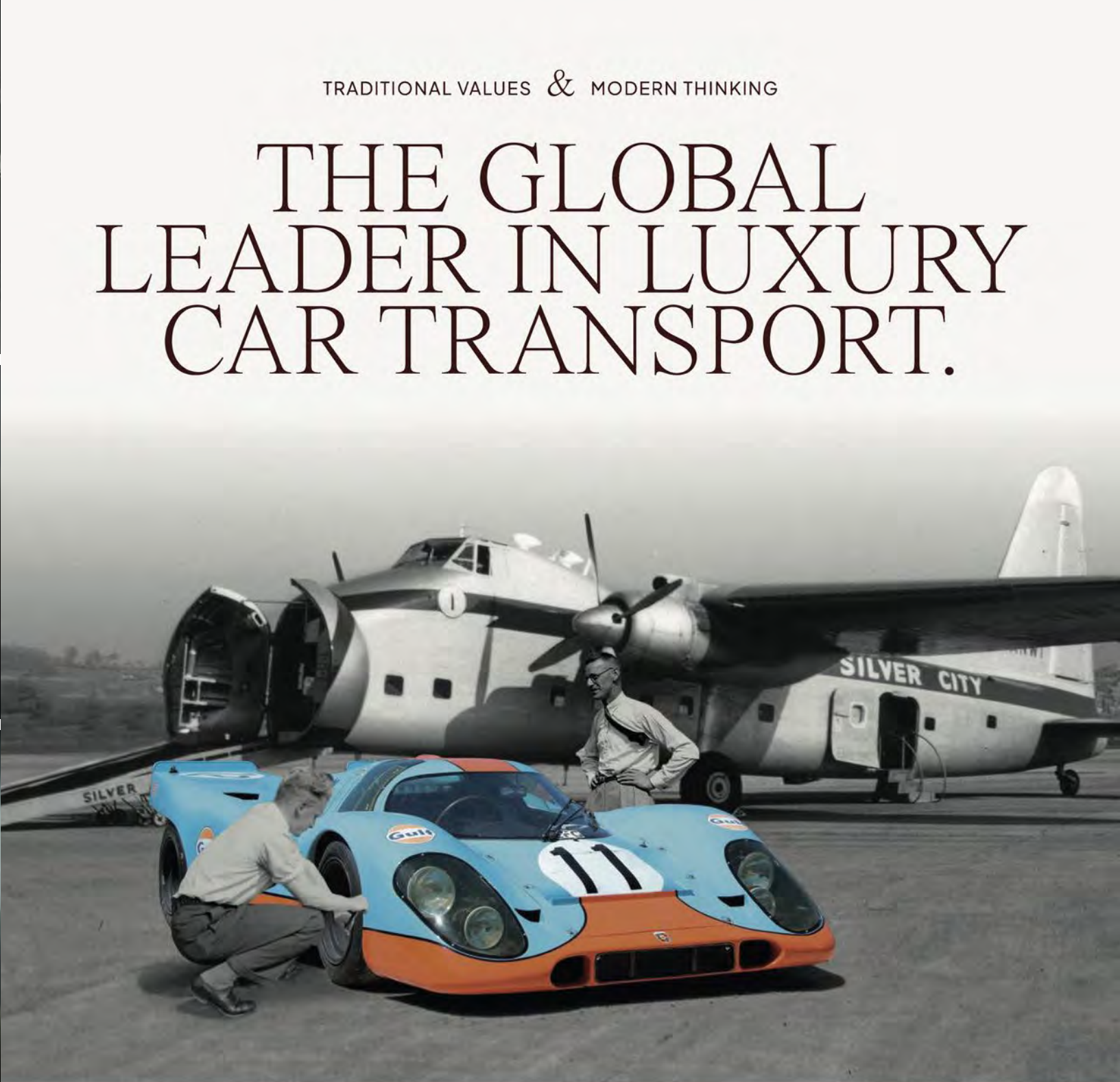


**SHAKEN
NOT STIRRED**



**The Amelia is pleased to
welcome Joe Kaminkow and
his James Bond 007 DB5.**

Words by **Kirk Seaman**



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IT WAS DURING the global pandemic in early 2020, and Joe Kaminkow suddenly found himself with some free time—a *lot* of free time. A world-renowned creator of video games, pinball machines, and slot machines, Joe is also an enthusiastic car collector with an amazing garage full of classics.

Joe got his start back in 1980 designing video games for Williams Electronics, the company that gave us such classics from the golden age of video games that include the groundbreaking *Defender* and its sequel, *Stargate*; *Joust*; *Robotron: 2084*; and *Sinistar*, to name but a very few. He then co-founded Data East Pinball (which ended up as Stern Pinball) and helped create the wildly popular *Wheel of Fortune* slot machine at International Game Technology (IGT). Today, he is the CIO of Aristocrat Gaming. As such, it seemed only natural for Joe to turn his talent and passion to building highly detailed 1:8-scale diecast models at the dining room table of his home in Las Vegas.

As the days blurred into months, Joe became bored with building models, so

he started imagining a bigger and more challenging project. “I’ve always loved cars, and over the years as I became a little more successful, I’ve built up an eclectic collection,” Joe says. “It ranges from a Fiat 500 Gucci, which is a really fun little car to drive, all the way up to a Ford GT, which is an incredible supercar. My friends call it the ‘Cats and Dogs’ collection.”

Also included are highly authentic examples of the original 1966 Batmobile and a *Back to the Future* DeLorean. “One of my best friends, Bob Gale, co-wrote *Back to the Future* and I designed the *Back to the Future* pinball machine, so it made sense to buy the DeLorean,” explains Joe. “And my Batmobile is based off the molds of the original George Barris cars. The guy in charge of special effects at Burning Man helped me figure out how to make the rear jet-exhaust flame work properly without blowing myself up.”

As Joe contemplated his collection and the options for a new project, the idea came to him: the James Bond Aston Martin DB5 from 1964’s *Goldfinger*. “I

Left: Radar display is a touchscreen that features 007 games. Note the “007” projected onto pavement.

Top: Secret tray under driver’s seat contains a hand grenade, knife, and other weapons.

Middle: Tire-puncturing spikes are dispensed from taillights.

Bottom: Tire slashers extend from wheel spinners.

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knew Aston Martin had built the twenty-five Continuation cars, but those cars aren't street legal, and I didn't see the point of spending all that money on a car I couldn't drive on public roads," says Joe. "So I decided to build my own!"

First, like any good Bond assignment, the project would need a code name. And so it was that "Operation Grand Slam" came to be, as a reference to *Goldfinger's* master plan in the movie.

To start with, Operation Grand Slam would require a 1965 DB5 with right-hand drive. Joe made a call to his good friend Doug Redenius, owner of one of the world's largest private collections of James Bond memorabilia. Joe had met Doug back in 1996, when Joe was making a James Bond 007 pinball machine. Doug put Joe in touch with Don Rose, a noted car collector and an authority on classic cars and Aston Martins in particular. Don knew of a nice DB5 owned by Bruce Crocker in Boston. Don connected buyer with seller, and Operation Grand Slam began.

"I have developed a unique skill set designing video games and pinball machines," relates Joe. "Over the course of my career, I have developed a team of friends including artists, sound engineers, mechanical engineers, and computer and software experts. I was able to explain my vision for the car and my friends were kind enough to join me on the journey."

But who would oversee and orchestrate Operation Grand Slam's complex logistics from start to finish? After much

research, Joe decided that Kevin Kay Restorations in Redding, California, would be the perfect choice. Joe called Walter Boehringer, KKR's general manager, and shared with him what his goals were. "When Joe told me that he wanted to build the world's best 007 DB5, I was a bit skeptical. But Joe was very persuasive, and he convinced me that he had the determination, skills, and most important of all the commitment to see the project to a successful conclusion."

Next, Joe consulted with Stephen Archer, a world-renowned expert in both James Bond and Aston Martins. Joe decided to make his DB5 match the original #1 *Goldfinger* as closely as possible. "I didn't want to just make a Bond DB5, I wanted to make the best DB5 in the world," says Joe. "That meant from the level of fit and finish, the quality of the interior, and the restoration of the engine. The goal was to restore the car to a Pebble Beach standard. Where possible, we'd use modern technology to improve the car. And then with the inclusion of the gadgets, we took it to the extreme."

The DB5 arrived at KKR's shop in September 2020 and Operation Grand Slam began in earnest. "We started with the engine rebuild," says Walter. "We put in upgraded camshafts, and polished and ported the head." The six-cylinder engine's displacement was increased from 4.0 liters to 4.2 liters. "We upgraded the suspension, most notably the springs, because adding all the gadgets increased the car's weight by around four hundred pounds."

EXTERIOR GADGETS:

- Ballistic carbon-fiber bullet-proof rear shield
- Front and rear battering rams
- Twin front propane-fueled firing machine guns
- Front and rear revolving license plates
- Rear smoke-screen delivery system
- Rear oil-slick delivery system
- Rear-dispensed tire-puncturing spikes
- Simulated tire slashers at each wheel
- Removable passenger-seat roof panel
- Radar wing mirror

INTERIOR GADGETS:

- iPhone/Apple Watch app for gadget activation
- Simulated radar screen tracker with 100 hours of custom gaming content
- Gearshift actuator button
- Armrest and center console-mounted switchgear
- Under-seat hidden weapons/storage tray
- Simulated ejector seat with roof hatch



The biggest challenge was finding room inside the car for all the gadgets and the computer system and input/output board that controlled them, as well as accessories such as air conditioning, power steering, and a modern audio system. “A car of this vintage is much smaller than a modern car of today,” notes Walter. “Joe had decided early on that the car would be controlled by a custom app, so we had to find room for the computer and the wiring harnesses for everything.”

Joe couldn’t resist adding touches as only a game designer could. The radar display doubles as a touchscreen for an entertainment system. Features include a multiple-choice trivia game with questions about every Bond movie starring Sean Connery, a “Magic 007 Ball” to answer passengers’ questions, a custom slot machine, and a car-chase shooting game. To finish it all off, Joe designed original art and dialogue for the screen as an homage to the Bond films, including the newest “Bond girl,” Joe’s wife, Benita.

After a year in KKR’s California shop, the DB5 headed east to Chicago where the programmers and electrical engineers would work to integrate the gadgets. “I had some friends in Chicago that created a lot of operating systems and pinball systems,” says Joe. “I think the car has 9000 lines of Python computer code running it. Every gadget can be controlled with an app on an iPhone or an iPad or an Apple watch. Now that’s secret agent stuff!”

The DB5 required almost nine months for the electrical engineering and customized computer parts, then 18 months for the computer software and creating video games to play. Joe couldn’t resist adding “Easter eggs” to the car to surprise and delight. “The gold sovereigns underneath the glovebox cover were inspired by the sovereigns they had in the side of the suitcase in *From Russia with Love*,” he says. “I had custom lights created so that when you open the doors, ‘007’ shines onto the pavement.”

After Joe’s team of 45 craftspeople

worked over four years for more than 15,000 hours (not including Joe’s time), the completed DB5 was delivered to Joe’s garage in May 2024. Joe’s tribute to 007 made its public debut in August 2024 at The Quail during Monterey Car Week. “It was amazing, and people really seemed to enjoy it,” Joe recalls. “I think we might have upset a few people because we accidentally activated the smoke screen during an introduction and everybody was looking at us, not at them.”

The DB5 next appeared at the Wynn Las Vegas in early November where it was one of the featured cars and won a special award. The DB5 was next displayed at SEMA 2024 where it won in its European and Sports Cars Class.

The Amelia is thrilled to welcome Joe, Benita, and many of the team members who made the James Bond 007 DB5 possible. “I’ve never been to The Amelia, and I’ve always wanted to go,” says Joe. “I can’t think of a better way to attend for the first time than sharing this really special car at the concours.” //



Photo Evan Klein/Courtesy Joe Kaminkow

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D. L. GEORGE: THE DIFFERENCE IS IN THE DETAILS

Above left: The 1971 Ferrari Dino 246 GT—restored by D. L. George and finished in its original, striking Viola Metallizzato (Metallic Violet)—was awarded Best in Class in the Sports and GT Cars 1968–1973 category at the 2024 Amelia Concours d’Elegance.

A BLACK AND WHITE 'LA GARA' DIAL, TIMELESS SYMBOL OF THE COMPETITIVE SPIRIT

MILLE MIGLIA CLASSIC CHRONOGRAPH IN LUCENT STEEL™

Chopard's Mille Miglia collection welcomes a new design for the Mille Miglia Classic Chronograph model. Its 40.5 mm case in Chopard's exclusive Lucent Steel™, made with a recycling rate of at least 80%, frames a dial inspired by the black and white chequered flag marking the arrival of a motor-race winner. Symbolising the competitive spirit, this dial is called 'La Gara', the Italian word for race. It is topped by a superb 'glass box' crystal ensuring optimal opening onto the dial and hence maximum legibility. Competitive spirit and sense of camaraderie; energy and dynamism; speed and style: such are the attributes epitomising Italy's celebrated 1000 Miglia Italian classic car race that Chopard has been annually expressing for the past 36 years through the watches of the Mille Miglia collection.



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Preserving strong cues from the automotive world, and inspired by race cars, Karl-Friedrich Scheufele envisioned a two-tone dial with a circular satin-finish silver-toned base, punctuated by snailed black counters. Named 'La Gara' (the Italian term for the race or the competition), this dial picks up the colours of the chequered flag waved at the end of a motor race to salute the first car crossing the finishing line. The three black counters, as well as the shape of the hands and Arabic numerals are also nods to the characteristic design of collector's car dashboards.

with the hours and minutes hands are coated with white Grade XI Super-Luminova® to ensure a high degree of legibility. The central sweep-seconds hand is red-tipped both for practical and aesthetic purposes – as well as to complement the famous red '1000 Miglia' logo applied to each dial.

A true exercise in 'practical beauty', the dial is protected by a deep, glass-box sapphire crystal secured by a slim bezel. Watch glasses of this type procure an obvious aesthetic advantage by giving the dial a sense of perspective. They serve to maximise the depth of the dial opening, as light pours in from above as well as from the sides, creating exquisite shimmering effects.

The minutes track and tachymeter scale – essential elements in making speed and distance calculations – are both prominent, while the dial markings along



MILLE MIGLIA CLASSIC CHRONOGRAPH IN LUCENT STEEL™ WITH LA "GARA" DIAL REF. 168619-3005

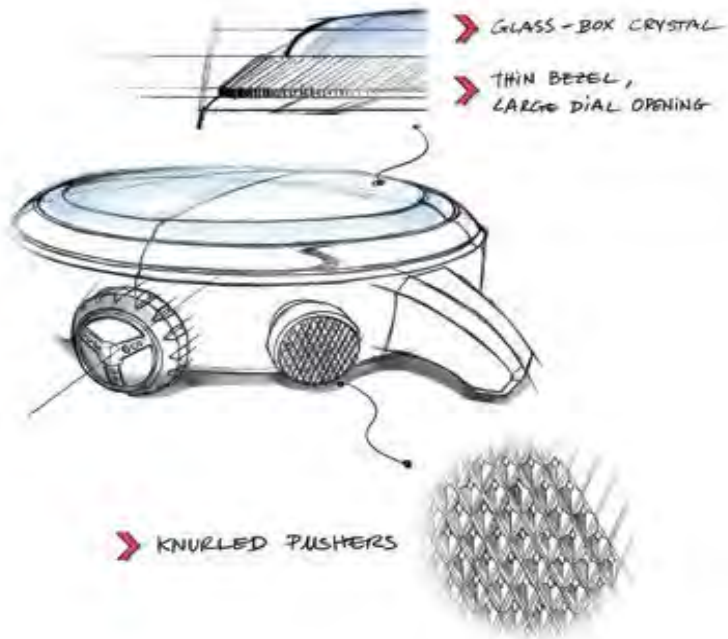
A WATCH 'ENGINE' WITH CERTIFIED PRECISION

The back of the watch is fitted with a sapphire crystal affording a view of the self-winding chronograph movement certified by the Official Swiss Chronometer Testing Institute and endowed with a 54-hour power reserve.

A competitive driver himself, Karl-Friedrich Scheufele recognises the importance of being equipped with an accurate chronograph while taking part in events such as the 1000 Miglia, where a few fractions of a second can mean the difference between success or failure in a timed stage.

During the heat of competition, racers will appreciate the 4 Hz frequency of the movement, the stop-second function, a tachymeter scale as well as the layout of the three 12-hour, 30-minute and small seconds subdials.

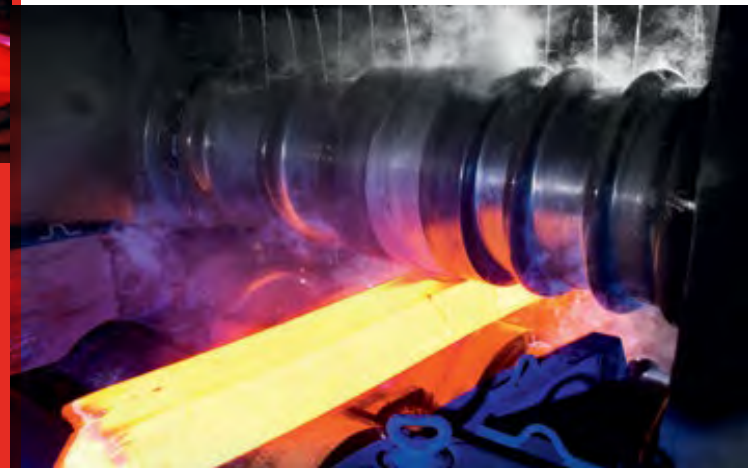
This model is clearly intended for drivers seeking to surpass themselves – much in the spirit of the Maison's legendary ambassadors Jacky Ickx and Romain Dumas.



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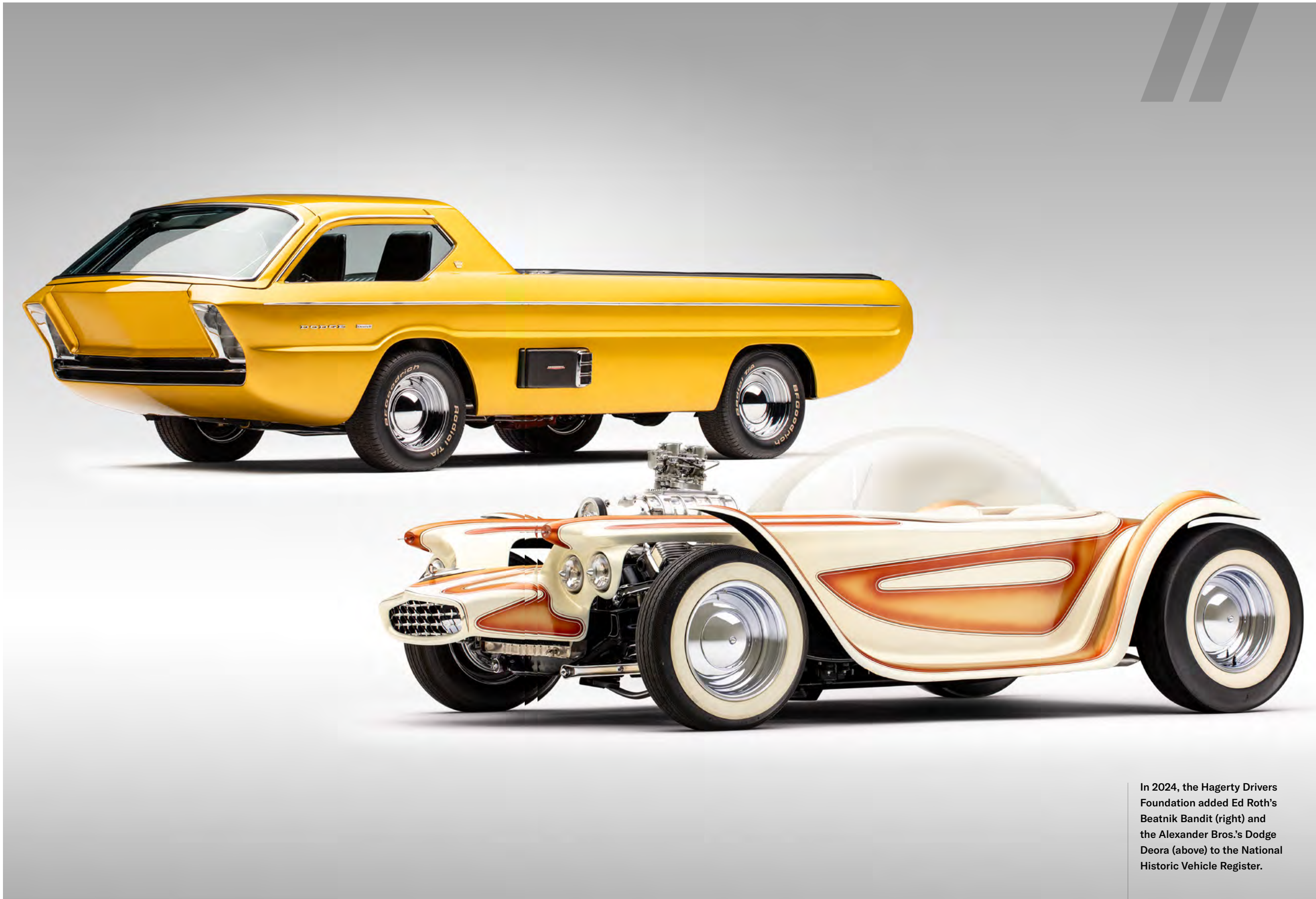
Hagerty Drivers Foundation

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 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.



In 2024, the Hagerty Drivers Foundation added Ed Roth's Beatnik Bandit (right) and the Alexander Bros.'s Dodge Deora (above) to the National Historic Vehicle Register.



Since 2001, Hagerty has provided millions in scholarships and support to institutions like McPherson College. Such places will train the next generation of craftspeople who will preserve our automotive heritage.

THE WORK of our 501c3 not-for-profit foundation is supported by three pillars: Education, Culture, and Thought Leadership.

Education

The foundation's roots originated in supporting the next generation of technicians, restorers, and enthusiasts. Through our grant funding that we provide to accredited educational institutions and other non-profits, the foundation offers both program support and scholarships that put tools in the hands of the next generation. We are helping to preserve the skills and craftspeople necessary to ensure automotive history will have trained and capable stewards long into the future.

We also know that putting future enthusiasts behind the wheel is essential, and we help to do that through our License to the Future driver's education grant program. Since 2021, License to the Future has provided funding to more than 800 students to offset the costs of driver's education—providing access to quality training that sets the stage for a lifetime of safe driving.

Culture

In order to save driving and car culture for future generations, we must recognize that the automobile is not just utility or hobby but part of our nation's history and culture. We launched the National Historic Vehicle Register in 2014 to do just this. The National Historic Vehicle Register is the only federally recognized program that records the history of America's most significant automobiles, preserving their information in perpetuity at the Library of Congress and making it accessible for many generations to come. In partnership with the U.S. Department of the Interior, Heritage Documentation Programs, and the Library of Congress, vehicles on the register represent many different eras and cultural movements, each demonstrating the profound impact of the human-interest stories behind the horsepower. Prior to the launch of this program, automobiles had never been formally catalogued, documented, or pre-

served in our nation's archives.

Vehicles are selected for the National Historic Vehicle Register based on criteria established by federal standards for historic significance that include:

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



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The work to document vehicles for this national program encompasses highly detailed studio photography, thorough research and dossiers on a vehicle's provenance, laser scans, and measured drawings. In addition, we produce documentary films that capture the oral histories of the people who were at the heart of our nation's automotive heritage and share these important stories through our YouTube channel.

Each September, the vehicles that are added to the National Historic Vehicle Register are displayed on the National Mall in Washington, D.C., in a free-to-the-public pop-up museum exhibition called Cars at the Capital. Placing automotive heritage on display in our nation's capital is an important way we highlight the significance of car culture and connect with people from all over the world and of all ages and demographics.



Thought Leadership

The future of car culture is too important to leave to chance—cars are what connect us to the great things in life and are part of the country's rich heritage. The foundation is committed to becoming a public source of truth regarding classic cars, their impact on history and the environment, while celebrating and funding efforts by academics, restorers, inventors, and industry to preserve and take automotive culture and history forward for the next generation. We strive to unite the car community behind this work and join forces to be a guiding light for the industry, hobby, and culture.

To find out more about the Hagerty Drivers Foundation and the National Historic Vehicle Register, apply for grants, and learn how you can help support the important work of the foundation, go to: driversfoundation.org. Also follow along on our social channels like Instagram, Facebook, YouTube, and TikTok to keep up to date with our latest efforts and to enjoy educational content about our automotive heritage and culture. //

The 2024 National Register inductees were staples of the custom car era of the 1960s and later became iconic toys. They connect with generations of car lovers who's passion for the automobile was likely sparked by 1:64 versions of the real thing.



Photos Preston Rose/courtesy Hagerty Drivers Foundation

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360
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511
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395
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\$6,550,464
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Hours of Adult and Pediatric Music Therapy provided.



15,082
Families were admitted to the bereavement program.



11,151
Number of palliative patients served.



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THANK YOU



IT IS OUR great pleasure to welcome you to the 30th Amelia Island Concours d'Elegance, a motoring event unlike any other. We would like to take this opportunity to express our heartfelt appreciation to the talented individuals whose dedication and hard work contribute immensely to the success of this amazing event, including:

- Our esteemed judges, volunteers, and the Hagerty Concours staff, whose commitment helps create one of the finest events in the country.
- Our sponsors, partners, and vendors, whose ongoing support is invaluable.
- The passionate enthusiasts who fill our showfield with extraordinary cars.
- And, of course, all of the car fans who turn out year after year to celebrate with us.

Amelia Island has a rich history of showcasing a wonderful range of magnificent automobiles and race cars from around the world, generating millions of dollars for local charities. This would not be possible without the contributions of everyone mentioned here.

The Amelia is truly a celebration of the automobile like no other. We look forward to many more years of celebrating, driving, racing, and embracing car culture together here in Amelia Island, Florida.

Enjoy our 30th annual show!



Vice-Chairman
Matt Orendac

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A bottle of Pommery Champagne is the central focus, lying diagonally across the frame. The bottle is dark green with a gold foil-wrapped cork and a gold label that reads 'CHAMPAGNE APANAGE BRUT POMMERY A REIMS-FRANCE'. The bottle is surrounded by numerous gold coins, some of which are scattered around it, and several larger, ornate gold medallions. The background is a deep, dark blue.

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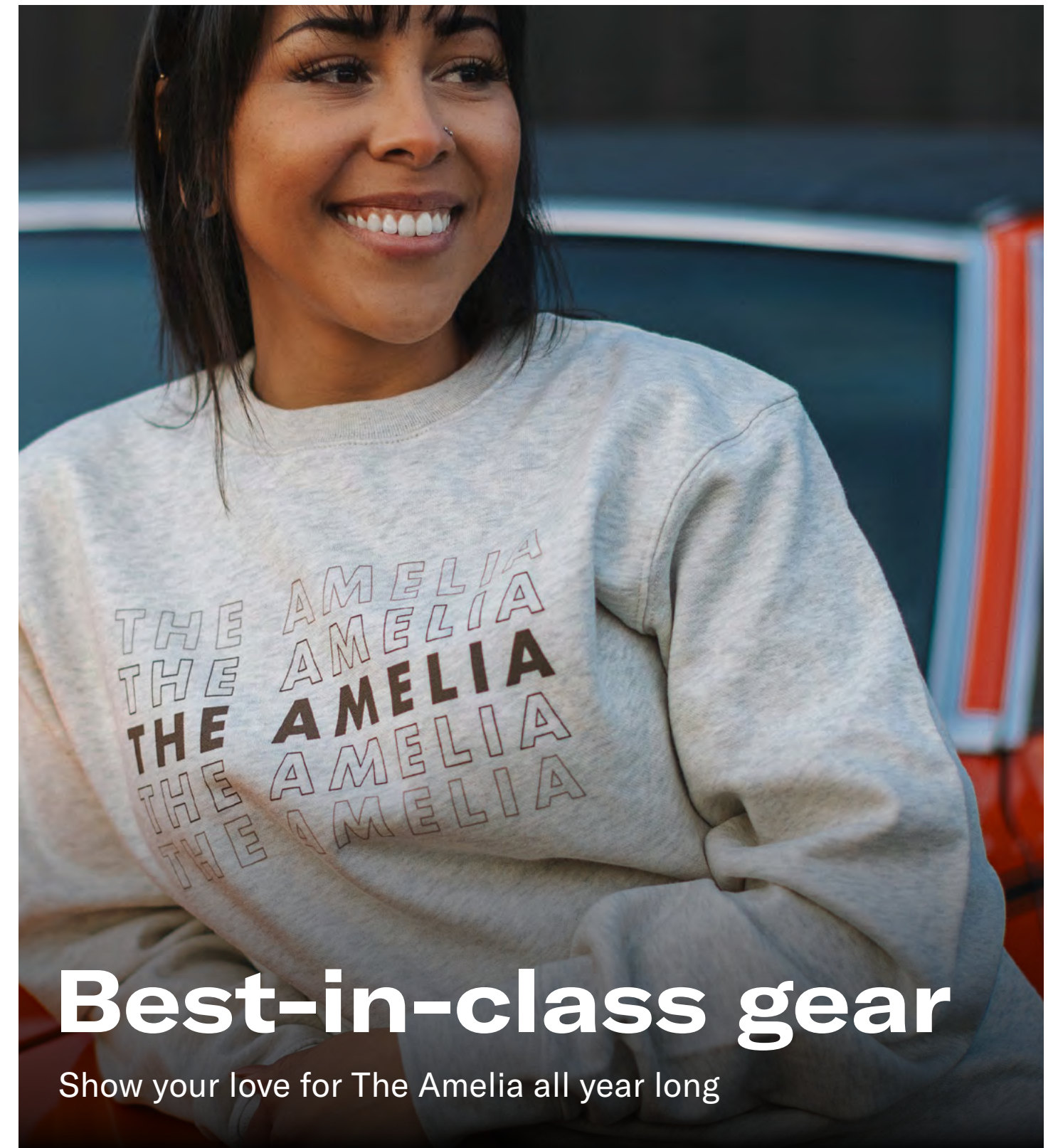
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