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## Concours Virtual Classes

### **Class A: Pre-War Preservation**

The cars that, against all the odds, have survived unmolested but still roadworthy. These amazing machines give us an important insight into the construction methods of the cars built before World War 2. To be eligible for this class the car must be largely original and unrestored but also fully roadworthy.

### **Class B: Hollywood Legends**

Cars with a proven connection to any legends of the Hollywood film industry, whether actors, producers or directors. To clarify, we are NOT looking for cars that appeared in movies, but those owned by movie stars. Provenance is crucial, and cars will be judged on the validity and strength of the connection to the Hollywood legend in question and the importance of said legend more than the condition of the car.

### **Class C: Cars of the Art Deco era**

The swooping, elegant coachbuilt creations of the 1920s and '30s, typified by Figoni et Falaschi-bodied cars but applicable to many other marques and coachbuilders working through the eras of Art Deco and the later, closely related Streamline Moderne period. Judging is on elegance over all other factors.

### **Class D: Pre War Supercars**

The term supercar might not have emerged until the 1960s, but looking back, the pre-WW2 speed machines such as the Alfa Romeo 8C and Mercedes-Benz 540K were undoubtedly supercars of their time. This class celebrates the cars built for performance up to and including 1939. The cars in this class will be judged on condition and provenance.

### **Class E: Post War Grand Tourers**

You know the dream: the blast through Europe with glamorous passenger and expensive luggage to arrive unflustered and cool at a chic café in a sleek GT. Think Ferrari 250 GT, Aston Martin DB4, Maserati 3500GT, and so many more. This class is judged on elegance and condition, with a cut-off at 1968.

### **Class F: The Golden Age of Detroit – 1949-1964**

When the cars reflected the optimism and glamour of the American Dream. The fins grew, the interiors became more gadget-laden and the chromework ever more opulent. This class is for the best cars of the era, the more over-the-top the better, judged on condition and the stories attached to the cars.

### **Class G: Concept cars of the 70s**

The age of the wild concept car. And for this class, the wilder the better, To be eligible, the car must have had its first public showing at any point during the 1970s, and it will be judged on design over all other factors. The wilder the better!

### **Class H: The Outlaws: modified German aircooleds**

From VW Beetles to Porsche 993s, this class is for tastefully modified aircooleds, retaining aircooled running gear and period-appropriate modifications. Cars will be judged on style, the rarity and appropriateness of the modifications and above all the visual impact of the car.

### **Class I: Poster cars of the 60, 70s and 80s**

The supercars you dreamt of – and stuck to your wall. Any true supercar from Miura-onwards is eligible, up to an original model launch date of 1989 latest. Entrants will be judged on rarity, performance and condition. This class will see the cream of the world's supercars.

### **Class J: 70 years of Formula 1**

The most important Formula 1 cars of the last 70 years, from the first world championship race at Silverstone in 1950 to the very latest. Results and provenance is all, more important than condition, recognising that many of the cars are still raced in historic F1 series.

### **Class K: Banzai! Group A homologation road cars**

Group A cars had to be closely related to production models, in both Touring Cars and World Rally. The homologation road car specials included Mitsubishi Evo, Nissan GTR, Sierra Cosworth, Impreza WRX and more. Open to 1982-1994 Group A homologations in road trim, judged on condition and provenance.

### **Class L: Crumpet Cars: a tribute to Stirling Moss**

A celebration of the late, great Sir Stirling Moss's remarkable career. Cars can be from any branch of motor sport, as long as it was genuinely driven by Stirling whether in period or in historic motor sport. Entries will be judged on their connections to Stirling and their importance to his success.

### **Class M: Le Mans 1961-1970**

An era that saw the Ford vs Ferrari wars, and the increasing dominance of Porsche, leading to the first victory, 50 years ago, of the mighty 917. This class welcomes any cars entered into the 24 Hours from 1961 to 1970, and will be judged on importance, provenance and originality.

### **Class N: Salt flat heroes: early Bonneville racers**

It's the outright Land Speed Record holders that grab the headlines but we also want the hot rods and specials that defined the Bonneville and dry lakes scene. The class is cut-off at 1964, when the last of the wheel-driven outright Land Speed Records was broken. Judged on Bonneville provenance and condition.

### **Class O: Junior Concours**

For the young enthusiasts, how about swapping engines for pedals. This class is open to all metal-bodied pedal cars such as Austin J40, Murray Fire Chief and even Bugatti Bébé, but excludes recent reproductions. They will be judged on the ownership story, rarity and the condition.

### **Class P: The Winner Takes it All:**

A very special class for the Best of Show winners of any major concours worldwide that took place from 1st April 2019 to 31st March 2020. Expect to see the very best of last season's Concours events . Winners will be judged on condition, originality of specification and provenance.

### **Class Q: Isolation Island models: the winners**

One of the first virtual events to be launched amid the pandemic was the Isolation Island Concours, for the best \_ and most interesting – scale models. It's open to everyone, and judged and entered via Facebook. Winners will go into this special class, judged on condition, rarity and story.