



CONCORSO D'ELEGANZA
VILLA D'ESTE

dal
1929

PRESS RELEASE

22nd May 2022

“Best of Show”: Bugatti 57 S wins the Trofeo BMW Group at the Concorso d'Eleganza Villa d'Este 2022.

Glittering finale of the world's most traditional beauty contest for Historic Cars on the shores of Lake Como +++ International Jury of experts selects the Bugatti 57 S as overall winner +++ Three-day festival of elegance and timeless beauty on four wheels delights classic car fans with a carefully curated field of participants and fascinating vehicle presentations.

Munich/Cernobbio. The winner of the Trofeo BMW Group has been declared. The Bugatti 57 S is the impressive overall winner of the Concorso d'Eleganza Villa d'Este 2022. The convertible built in 1937 owned by Andrew Picker from Monaco was awarded the honour of “Best of Show” by the Jury of experts.

The most important award at the world's most traditional and exclusive heritage beauty contest for Historic Cars was therefore conferred on a vehicle from Italian and French co-production. Bugatti and the traditional coachbuilder Vanvooren located in Courbevoie near Paris created an ideal symbiosis as an engineering masterpiece defined by impressive aesthetic clarity. The three-day festival of classic cars on the shores of Lake Como drew to a close today with the gala prize award ceremony. Once again, the festival was a celebration of elegance and timeless beauty on four wheels.

The Bugatti 57 S triumphed in a carefully curated field of participating rare jewels from eight decades of automobile history. The winning car from Class A “The golden Age of Elegance: The Art Deco Era of Motor Car Design” is the first of just four Bugatti Type 57 S automobiles reputed to have been bodied by Vanvooren as convertibles. The elegant convertible body and perfectly balanced proportions accentuate calm, knife-edge lines that reject any form of opulence or flamboyant ornamentation. One of the previous ten owners, a Vice President of General Motors, swapped the Bugatti inline eight-cylinder powerhouse for a Buick V8 for test purposes. The fact that after four decades of separation the long-sought original engine turned up in an Internet search and found its way back to the car is surely almost a modern-day miracle.

The Jury had already provided an eagerly awaited highlight for participants and guests alike when it announced the Class Winners and Mentions of Honour in the course of the afternoon. A total of 51 outstanding classic cars from different eras of automobile history were nominated for the Concorso d'Eleganza Villa d'Este 2022.

The Concorso d'Eleganza Villa d'Este 2022 provides an impressive array of diverse Historic Cars. They range from rare automobiles created in the golden era of coachbuilding in the 1920s and 1930s, when the automobile was emancipated from being essentially an engineering product to becoming an object of desire and elegance, to sports models with hugely impressive contours.



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The list below presents the “Best of Show” and all the class winners alongside those vehicles in eight classes for Historic Cars bestowed with a Mention of Honour. The model, coachwork designer, year of manufacture and owner are provided in each case:

**TROFEO BMW GROUP
BEST OF SHOW BY THE JURY**

Bugatti, 57 S, 1937, Andrew Pisker, MON

CLASS WINNERS AND MENTIONS OF HONOUR

**CLASS A:
THE GOLDEN AGE OF ELEGANCE:
THE ART DECO ERA OF MOTOR CAR DESIGN**

Class Winner

Bugatti, 57 S, 1937, Andrew Pisker, MON

Mention of Honour

Cord, 812 Phaeton, 1936, The JBS Collection Jack B. Smith Jr., USA



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**CLASS B:
KOMPRESSOR!
THE SUPERCHARGED MERCEDES-BENZ**

Class Winner

Mercedes-Benz, 540 K Cabriolet A, 1936, Hans Hulsbergen, SUI

Mention of Honour

Mercedes-Benz, 540 K Spezial-Roadster, 1936, Richard Workman, USA

**CLASS C:
CELEBRATING 150 SEASONS AT VILLA D'ESTE:
HOW GRAND ENTRANCES WERE ONCE MADE**

Class Winner

Chrysler, Boano Coupé Speciale, 1956, Stephen Bruno, USA

Mention of Honour

Siata, 208 S, 1953, Jan de Reu, BEL

**CLASS D:
THE CAVALLINO AT 75:
EIGHT DECADES OF FERRARI REPRESENTED IN EIGHT ICONS**

Class Winner

Ferrari, 365 P Berlinetta Speciale Tre Posti, 1966, RQ Collections, USA

Mention of Honour

Ferrari, 250 GT Zagato, 1956, David Sydorick, USA



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**CLASS E:
BORN FOR THE RACETRACK:
“WIN ON SUNDAY, SELL ON MONDAY”**

Class Winner

Porsche, 356 B Carrera Abarth GTL, 1961, Robert A. Ingram, USA

Mention of Honour

Maserati, MC12, 2004, Frank Gelf, GER

**CLASS F:
50 YEARS OF MEAN MACHINERY:
BMW'S M CARS AND THEIR ANCESTORS**

Class Winner

BMW, 3.0 CSL, 1972, Michael Ulbig, GER

Mention of Honour

BMW, 320 Gruppe 5, 1978, Mast-Jägermeister SE, GER

**CLASS G:
BREAKING THE SPEED BARRIER:
PIONEERS THAT CHASED THE MAGIC 300 KPH**

Class Winner

Porsche, 959 Sport, 1989, Andreas Gundermann, GER

Mention of Honour

Citroën, SM, 1971, Thierry Dehaeck, BEL



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CONCORSO D'ELEGANZA DESIGN AWARD FOR CONCEPT CARS & PROTOTYPES

By Public Referendum

Bugatti Bolide, 2020, Achim Anscheidt

Images and videos of the Concorso d'Eleganza Villa d'Este 2022 can be accessed here:

www.bmwgroupclassic-downloads.com

If you have any questions, please contact:

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The BMW Group

With its four brands BMW, MINI, Rolls-Royce and BMW Motorrad, the BMW Group is the world's leading premium manufacturer of automobiles and motorcycles and also provides premium financial and mobility services. The BMW Group production network comprises 31 production and assembly facilities in 15 countries; the company has a global sales network in more than 140 countries.

In 2021, the BMW Group sold over 2.5 million passenger vehicles and more than 194,000 motorcycles worldwide. The profit before tax in the financial year 2021 was € 16.1 billion on revenues amounting to € 111.2 billion. As of 31 December 2021, the BMW Group had a workforce of 118,909 employees.

The success of the BMW Group has always been based on long-term thinking and responsible action. The company set the course for the future at an early stage and consistently makes sustainability and efficient resource management central to its strategic direction, from the supply chain through production to the end of the use phase of all products.

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