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Festival Schedule

Thursday, June 11

One Lap of the Mountains - Grande
Group A Registration, 8:00am

One Lap of the Mountains - Grande
Group A Driver's Meeting, 8:15am

One Lap of the Mountains - Grande
Group A Departure, 8:30am

One Lap of the Mountains - Grande
Group B Registration, 8:45am

One Lap of the Mountains - Grande
Group B Driver's Meeting, 9:00am

One Lap of the Mountains - Grande
Group B Departure, 9:15am

Happy Hour with Wayne Carini
Sponsored by Berkshire Hathaway Home Services
Performing Arts Center, 5:30 - 7:30pm

Friday, June 12

One Lap of the Mountains - Speciale
Group 2 Registration, 8:45am

One Lap of the Mountains - Speciale
Group 2 Driver's Meeting, 9:00am

One Lap of the Mountains - Speciale
Group 2 Departure, 9:15am

One Lap of the Mountains - Speciale
Group 3 Registration, 9:30am

One Lap of the Mountains - Speciale
Group 3 Driver's Meeting, 9:45am

One Lap of the Mountains - Speciale
Group 3 Departure, 10:00am

Main Street Parade of Classic Cars
5:30 - 6:30pm

Parade participants gather in park by 5:00pm
Parade procession begins to leave Kelsey-Hutchinson
Park, 6:05pm

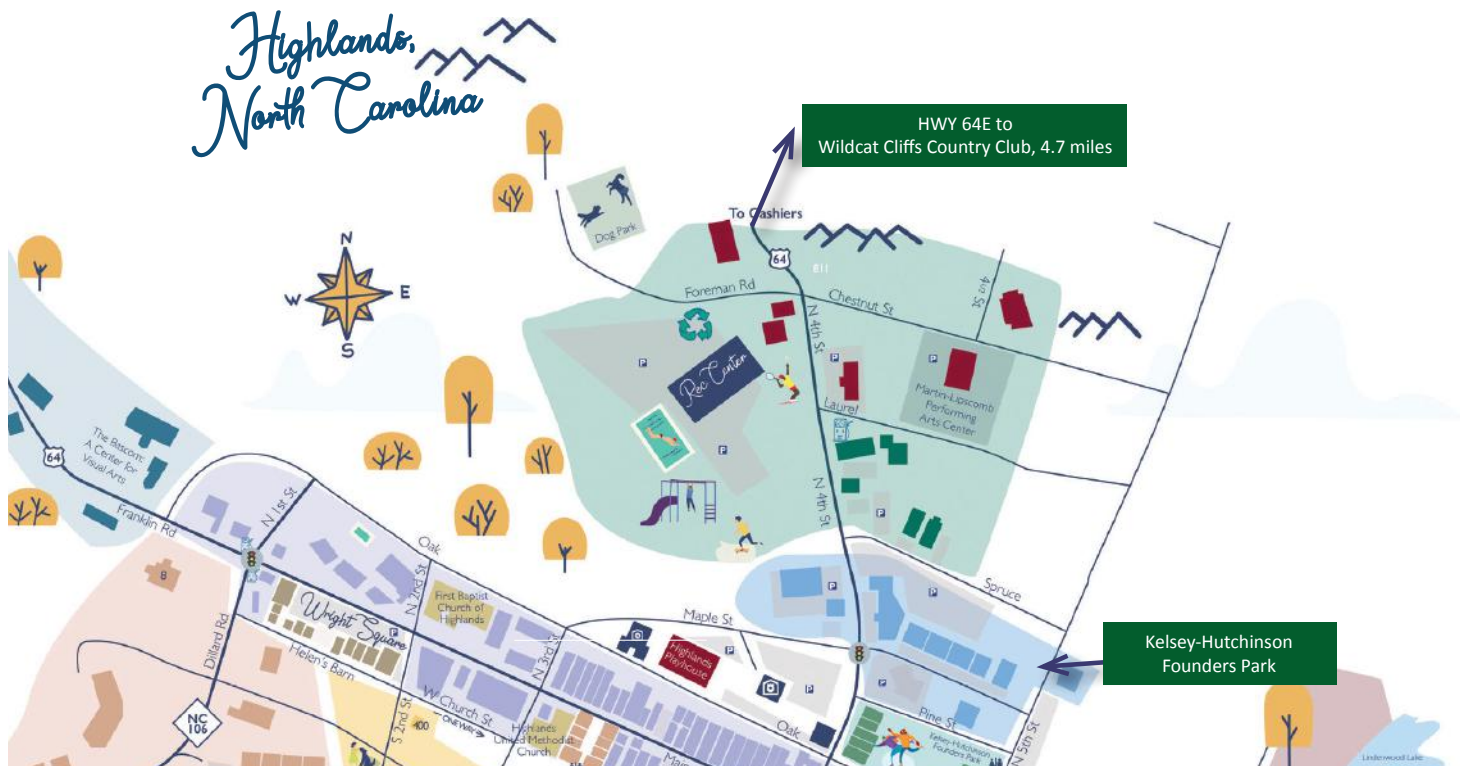
Saturday, June 13

Classics in the Park Invitational Judged Car Show
Kelsey-Hutchinson Park, 9:30am - 4:00pm

Dinner with Wayne Carini
Wildcat Cliffs Country Club, 6:00 - 9:00pm

Sunday, June 14

High Octane Social and Car Gathering
Kelsey-Hutchinson Park, 8:30 - 11:00am



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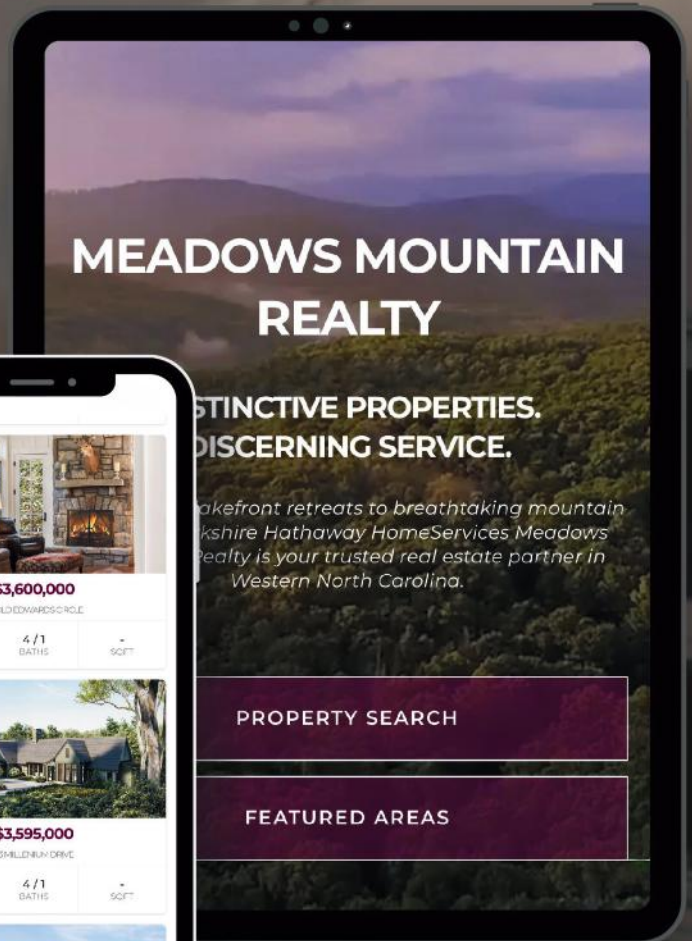
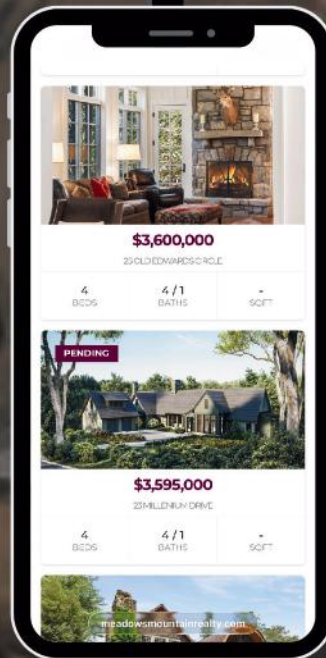
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Welcome to the Festival

Highlands Motoring Festival Chairman's Welcome Letter

It is my pleasure and distinct honor to welcome you to the Highlands Motoring Festival. In the 19 years that we have produced the festival, we have been able to bring to Highlands the artistry, the innovation, and some of the history that makes the love of cars come to life. With over 50 volunteers, Highlands Motoring Festival has grown from a one-day small town local event to four days filled with exciting driving events, well known and highly respected personalities in the motoring world, and of course the centerpiece of our weekend, the "Classics in the Park" juried car show. After being named "Best Concours" by Classic Motorsports magazine in 2019 and having Dennis Gage's "My Classic Car" being filmed on our show field, the success of our car show has spread across the country. Last year we were proud to feature The Cars of Enzo Ferrari, the iconic founder of Ferrari Motor Cars.

This year, we are planning on honoring the 250th anniversary of our great nation by sharing our feature spotlight on two of the special brands of the two nations involved in the Revolutionary War, Jaguar and Corvette. Past HMF Chairman Mark Chmar has been scouring the country to bring to Highlands some very special examples of those two great cars. And as is our custom, we will still have an assortment of cars from the earliest days of the industry as well as cars that enthusiasts drive today. These are BMWs and Porsches, hotrods and classics, and all the cars that have made our car show the amazing event that it has become.

We are also very proud to have Wayne Carini as our Grand Marshal for 2026. From his childhood days working alongside his father on such classics as Duesenbergs, Lincolns, Packards, and Ford Model As, Wayne has gone on to become a television car

personality hosting two, one-hour TV specials, and his own television show, *Chasing Classic Cars*, and a renowned auto restorer. He will be participating in all our 2026 events.

One of the things that makes HMF special is the resort town of Highlands, North Carolina. Its ambiance and its people make it an ideal environment for an event like ours. Highlands offers great shops and restaurants, and weather that is unmatched for cool summer temperatures. Highlands is our ideal destination, and we have the mountain roads that attract drivers from all over.

One of the core missions of HMF is to raise much needed funds for local human needs charities, support our local business community by attracting car enthusiasts to our area, and to introduce the public to automobiles that they might otherwise never experience. We who work on this event do so as an all-volunteer group with all proceeds going to our charities. We are a 501(c)3 non-profit organization. Our 2026 recipients will be the Community Care Clinic, The Literacy and Learning Center of Highlands, and R.E.A.C.H. of Macon County. We've come a long way in our 19-year history.

Thank you for joining us in this endeavor, all of you who have come to participate in and enjoy the festival, all of you who have brought your treasured automobiles, and all the sponsors who so graciously support us. If you want to join us as a volunteer or a sponsor, or if you might want to donate to the event, check out our website highlandsmotoringfestival.com.

Ricky Siegel
HMF 2026 Chairman

Thank You 2026 Sponsors!

Highlands Motoring Festival® Thanks Our Generous Sponsors

Over the years, Highlands Motoring Festival® has contributed \$750,000 to local human needs charities. These contributions have made the festival very popular with town residents and leaders, enabling use of town facilities. We thank our sponsors for making these achievements possible.

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Sincerely,

Patrick Fleming
President
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Wayne Carini, Grand Marshall

Highlands Motoring Festival is thrilled to have Mr. Wayne Carini join the 2026 festival in the role of 'Grand Marshal'. He brings a vast career in all phases of collecting classic cars. He will be involved in all seven of the festival events.

With a lifetime of experience in automobile restoration under his belt, master car restorer Wayne Carini has a resume that includes body and paint work on rare car collections owned by the likes of David Letterman, tennis great Ivan Lendl and the DuPont family. He's been featured in the New York Times as well as numerous automobile magazines and starred in two one-hour television specials.

Chasing Classic Cars gives viewers a true insider's look into Wayne's inner circle as he embarks on his personal mission to uncover the world's most rare and exotic cars. Filmed entirely in high definition, *Chasing Classic Cars* welcomes viewers into the elite club of car restorers and collectors as Wayne buys, restores and sells vintage rides, and the owners of the most exclusive and secret garages open up their doors only to Wayne.

Wayne's passion for cars started when he was a child, working alongside his father on such classics as Duesenbergs, Lincolns, Packards and Ford Model As. Then, at just 9 years of age, he experienced a life altering event: he went for a ride in his first Ferrari, a 1960 Rosso Chiaro 250 SWB to be exact. Wayne was instantly bitten by the Ferrari bug and hooked for life. Automobiles have been Wayne's passion ever since.

Wayne learned the art of Ferrari restoration from his mentor Francois Sicard -- a former Ferrari racing mechanic and widely considered to be the foremost Ferrari expert on the East Coast -- and his good friend Luigi Chinetti Jr., whose father Luigi Chinetti Sr. won the 1949 24 Hours of Le Mans race for Ferrari and opened the first Ferrari dealership in the country.

Since that time, Wayne has been the owner and operator of three companies in Portland, Conn.: F40 Motorsports, Continental Auto Ltd., and Carini Carozzeria.

F40 Motorsports buys and sells vintage and classic automobiles. Continental Auto Ltd. is a collision shop specializing in high-end and exotic automobile repair. Carini Carozzeria is the restoration shop where Wayne spends most of his time. And while Wayne loves restoring

cars to perfection, his personal preference is for unrestored, original cars. Often shown in the elite "preservation class" at concours nationwide, these increasingly rare cars are the focus of Wayne's private collection.

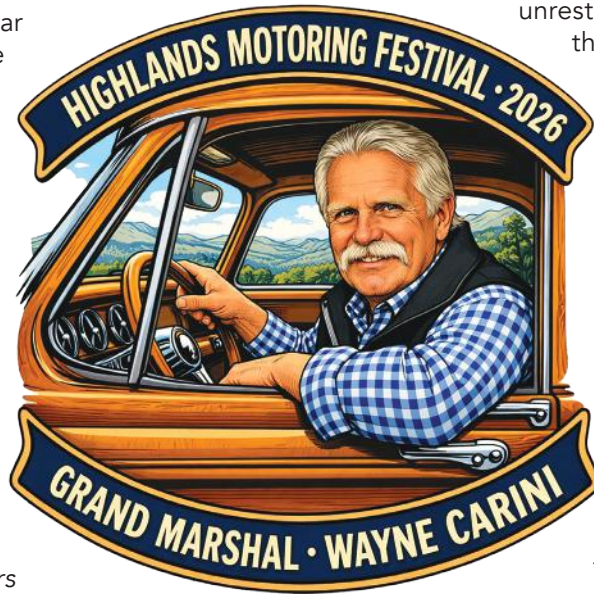
At home Wayne is a dedicated father of two daughters and husband of 24 years. The family resides in rural Connecticut, in a log home that Wayne built 33 years ago. An avid supporter of autism research organizations, Wayne helps organize and sponsor car events for the benefit of children and adults with autism. His incentive to find a cure or treatment is his youngest daughter, who was diagnosed with autism at an early age.

Wayne is also involved in and regularly attends many different car clubs and events to get young people involved in the car collector hobby. He believes that without young people's involvement, the car collector tradition will disappear. His latest passion is convincing families with special needs children to consider placing collector cars into a special needs trust with the hope that the cars will benefit the children in the future.

Prior to *Chasing Classic Cars*, Wayne appeared in two hour-long television specials for Discovery's HD Theater Channel: *Monterey Week* and *The World's Most Expensive Cars*. He collaborated on "My Classic Car" and had multiple appearances on "Overhaulin'."

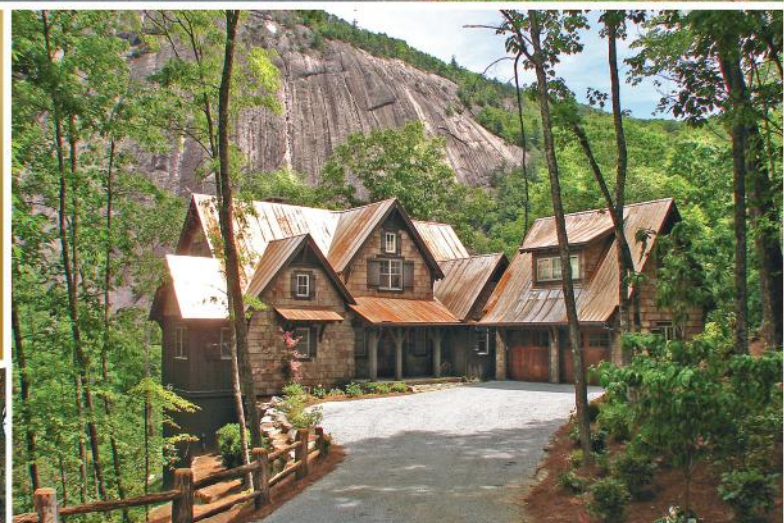
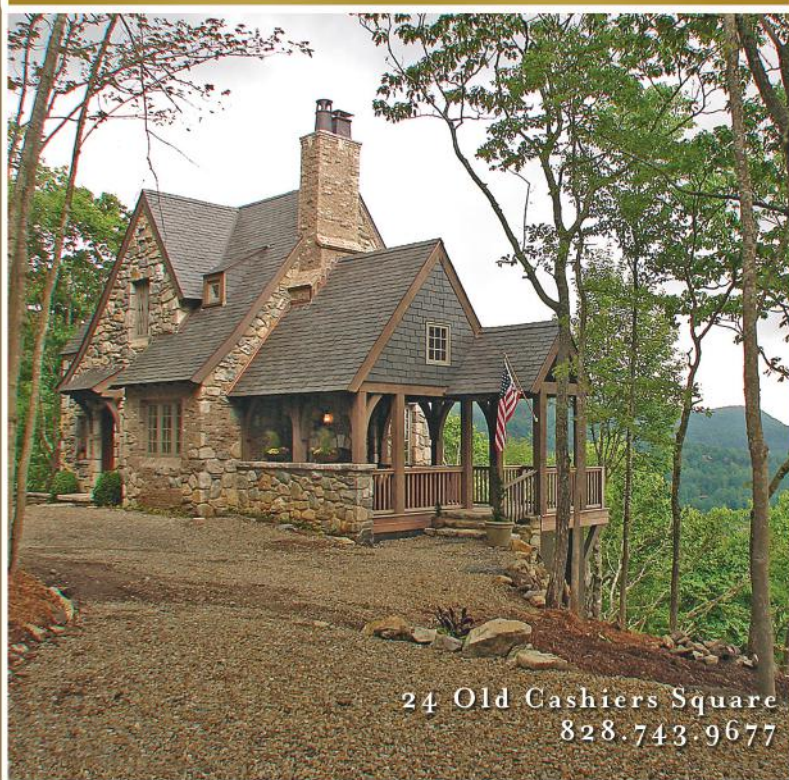
Born in 1951, as the son of a restoration specialist of classic automobiles. while in grade school Wayne worked in his dad's shop building his passion for high-end classic cars. He graduated from Central Connecticut State University.

Wayne is known for his philanthropic endeavors particularly with autism research organizations. His personal garage in Connecticut presently has 25 classic cars.






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About Highlands



This unique resort village is known as the "Highest Town East of the Rockies."

It sits on the Eastern Continental Divide in the Blue Ridge Mountains of North Carolina at an average elevation of 4,000 feet, producing mild summer temperatures and giving us spectacular fall foliage. For decades, it's been a popular destination for golfers, hikers, and fly-fishers. The town is surrounded by national forest and connected by some of the most beautiful mountain roads to be found. Many miles of driving pleasure await visitors on these well-banked and nicely paved roads surrounded by the natural beauty of mountain views and waterfalls.

Since its creation in 1875, the demographic mixture of Highlands has been remarkably unique. Highlands was founded by hardy pioneers from all over the nation – sober, industrious tradesmen from the north; Scotch-Irish laborers and craftsmen from the surrounding mountains and valleys; and wealthy, aristocratic planters and professionals from the South. The town has served as a cultural center for well-known artists, musicians, actors, authors, photographers, scholars, and scientists

who have thrived in its natural setting. This strange alchemy has resulted in a town too cosmopolitan to be provincial, too broadly-based to be singular in attitude and perspective, too enamored of its natural surroundings to be entirely indifferent to them, and just isolated enough and small enough to be anxious about the benefits and setbacks of growth and development.

Today, the village is vibrant with almost 100 shops, boutiques, and restaurants concentrated along a three-block stretch of Main Street. A dozen private golf clubs in the area bring thousands of summer residents. World-class lodging and destination weddings continue to bring new generations to this hidden gem of the South.

Located in the center of town, less than 100 yards from Main Street, is the Kelsey-Hutchinson Founders Park, a vast community green space. It is used year-round for events ranging from craft fairs to ice skating. On the second weekend of June, it's the show field and center of activities for Highlands Motoring Festival®. The town of Highlands is an integral part of the motoring festival. Every effort is made for Highlands Motoring Festival® to reflect the unique charm of Highlands.

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Highlands Car Culture



For the past three years, the Highlands Motoring Festival® show guide has featured stories about local enthusiasts and their experiences of driving the roads around Highlands. For 2026, we have three new “old” stories to share. Two of these stories predate the Highlands Motoring Festival and show how the town has always drawn interesting cars and car events. The 1991 reprint of an article from the *Ultimate Classic* magazine of the BMCCCA tells of the Stephenson’s adventure in the Highlands Classic event with their 1937 BMW. The second article is about the 2005 event staged by a group called the Highlands Model A Hillclimb. It tells of when old cars raced on a Highlands public street. The third article by

Highlands’ own Jessica Campbell recounts her special ride in a Bugatti.

As the Highlands Motoring Festival® has grown over the past nineteen years, so has the Highlands car culture as witnessed by the growing numbers at the Saturday morning gatherings. Highlands’ current growth spurt is bringing more classic car enthusiasts to town, and they are discovering the Saturday morning gatherings. Many of the festival’s volunteers are regular “Butts on the Bench” participants and look forward to welcoming newcomers. Stay in touch with the latest happenings on the group’s Facebook page. If you’re in Town on a Saturday morning, with good weather, join us at the “Bench.”

When Model A Fords Conquered Monkey Hill



The usual quiet morning on Hickory Street in Highlands NC is interrupted by the sound of dozens of angry four-cylinder engines. It's September of 2005, and the Highlands Model A Hillclimb group is staging a national event at the east end of Hickory Street. This is where the road has a steep incline as it terminates at Fifth Street, a section referred to as "Monkey Hill" by locals. The name comes from the hundred-year-old story of an escaped pet monkey that was recaptured here.

Hickory Street was closed to the public on September 9, 2005, for practice in the morning and time trials in the afternoon. The street closure was facilitated by Highlands' then Mayor "Buck" Trott, an avid car enthusiast, and one of the organizers of the event. Forty-two cars competed in three classes: Hardtop Model A, Modified Model A Speedsters, and Jalopies. Contestants came from seven states. Official timing equipment was set up at the starting line at the bottom of Monkey Hill. Similar equipment was positioned at the top of the hill to measure speed and distance. The faster cars were topping the hill in excess of 50 mph, at which point heavy braking was necessary to slow down

onto the level section of Hickory Street. The fastest run of the day went to Ed Johnson from Ohio with his car "Old Blue #11." The following day there was a seminar and banquet at the Highlands Rec-Park.

Dozens of new people discovered Highlands on their way to some beautiful scenery and fellowship.



Hilda in Highlands

in 1991



A year ago Richard Martorell told my wife about a road rally for vintage sports cars in Highlands, N.C. I wanted to go back to Germany to buy parts, but they talked me into going to the rally.

Jane's 320 was the only car we had capable of making the 600-mile trip. We had never driven the car any significant distance and I foolishly waited until the last minute to get it ready. Preparation consisted of a new clutch, wiper blades, fan belt, and working

on the brakes. When we drove the car in Highlands the brakes were still pulling severely to the right. After

“

The mist reflected the golden cast from the old Bosch headlights.

seeing the mountainous terrain with hairpin curves going into Highlands, we worked some more on the brakes. But once we started driving, I

was too busy to worry about them.

The only other pre-war car was a Type 37A Bugatti. At the first chance the Bugatti and most everyone else passed me and roared off. Richard and his brother Knight patiently followed me the entire route in Knight's Jaguar XK-120. We overheated numerous times but finally got the packing nut on the water pump tight enough to stop the leak. Our one real breakdown was when the six-month-old American electric fuel pump quit. There was often no place to pull

Hilda in Highlands

in 1991



off; however, when the fuel pump abruptly quit there was a little country church with a shade tree in coasting distance. A mechanic with a truck always brought up the rear, but Richard usually had my car fixed by the time the truck arrived.

Driving in the mountains was an experience. The first day we drove in rain, fog, mist, and clouds from Highlands to Asheville. The mist reflected the golden cast from the old Bosch headlights. The headlights actually do okay, but the windshield wipers are a joke. We entered one tunnel without turning on the lights. We were suddenly in total darkness and could not see the other end of the tunnel. That was my most stupid move for the day. At the end of the first day one of the officials came up to me and said I forgot to have my safety inspection. Since we survived the mountains in rain, he pronounced us okay (actually he really did inspect the car and had a sharp eye for some minor problems).

We were thrilled to arrive at the lavish Biltmore Estate on the first day. The cars were on display on the front lawn and looked perfectly at home. The next day en route to Boone we stopped at famous Chimney Rock Park. We each ran the hillclimb at Chimney Rock and were judged on consistency for two runs. Even if I had not mis-shifted near the finish line in the first run, my score would have been lousy.

The third day we drove from Boone to Gatlinburg. This was the longest 225 miles I have ever driven. We were always routed onto secondary roads and the final leg from Chero-

kee to Gatlinburg was a continuous uphill grade for about 30 miles. We overheated so many times that we finally decided to change the water pump in the parking lot while everyone tore up the local go-cart track. When we got the old pump off



it looked better than the new one. After much debate we put the old pump back on. Every evening we were the last car in, and people were amazed that we made it... so were we!

The final day back to Highlands ended with a complex game, The Hare and Hound, with an award for the most accurate mileage. Somehow Knight and Richard won first place. I



She did well at the awards banquet, winning 2nd place People's Choice for concours.

guess they deserved something for patiently following us. I won't elaborate about them coasting 10 miles down the mountain into Asheville. Suffice it to say my gas gauge was made by Bosch and not Lucas. This was the only time they were in front of us.

I knew they were low on gas and

when Knight flashed his lights it was time to get out of the way. Just for the record I should say they never completely ran out of gas.

By the end of the rally the 320 was named "HILDA."

She did well at the awards banquet, winning 2nd place People's Choice for concours. This helped offset the other award, which was for breaking down the most. Walking up to the podium to receive this dubious prize I realized we will probably get the same prize next year. Knight and Richard not only won the Hare and Hound, but also received 3rd place in concours.

Our plans are to drive either the 327 or 319/1 in the 1992 Highlands Classic. The 319/1 would be more fun but the 327 would be comfortable and dry. Whichever one we take will have an electronic cooling fan, good brakes, and a clean reliable fuel system. Originality is nice, but I learned the car had better run, stay cool, and stop.

Next year Richard will have his 328 and we hope some of you reading this will join us in the Highlands. I have only driven Hilda twice since we got home... both times I got stranded. Where was Richard when I really needed him?

by Jane and Stephen Sanders

(Reprinted from the Fall 1991 issue of the BMW Vintage Club newsletter, the Klassiker)

Jessica's Bugatti Run



The 2019 edition of the Highlands Motoring Festival® included a small class of vintage race cars. Among the cars that applied and were accepted into the "Classics in the Park" show was Joey Beaujolais' 1930 Bugatti Type 35B, the factory car that finished second at the 1930 Monte Carlo Grand Prix. While in Highlands, Mr. Beaujolais stored his Bugatti in the garage of longtime family friends Doug and Patty Campbell. Doug was an avid and frequent racer in SCCA and other racing events. The Campbell family included car crazy teenage twins, Jessica and Matt, who would often accompany their dad to the racetrack and stand with him on the podium, usually on the top step. They have racing in their veins. It was after the four-day motoring festival had ended and the Bugatti was being loaded for the trip back north when Mr. Beaujolais offered Jessica a quick ride down Buck Creek Road in the unregistered and straight piped Type 35B race car. The following is her short essay about the experience.

"At face value, the Bugatti Type 35B is a work of art- a

relic of history. Reminiscent of the Roaring '20s and bathed in the glory of its dominant Grand Prix legacy, craftsmanship and history seep from every inch. When offered a ride, I nearly declined, feeling it irreverent to accept. Yet, as the Bugatti roared around the first few corners of Buck Creek Road, bathed in the soft glow of late summer sun, I realized I would have been ignorant to its true magic of experiencing this car in motion, I would not have heard the deep rumble of the engine as we climbed each incline with ease, a hint of its latent power. I would not have felt the exquisite balance of the car as it sweeps through corners, the front tire kissing the middle of the road, surely evocative of its mechanical prowess on the racetrack. While undeniably art, this car was never for silent observation. The Bugatti deserves to be seen as intended: roaring to life and in motion," writes Jessica.

Seven years later, Jessica is a graduate of Wake Forest University and currently working toward her PhD. in physical therapy at the University of Montana where she will graduate in 2029. She still has a keen interest in racing and, like the whole Campbell family, schedules her life around race times. Jessica drives





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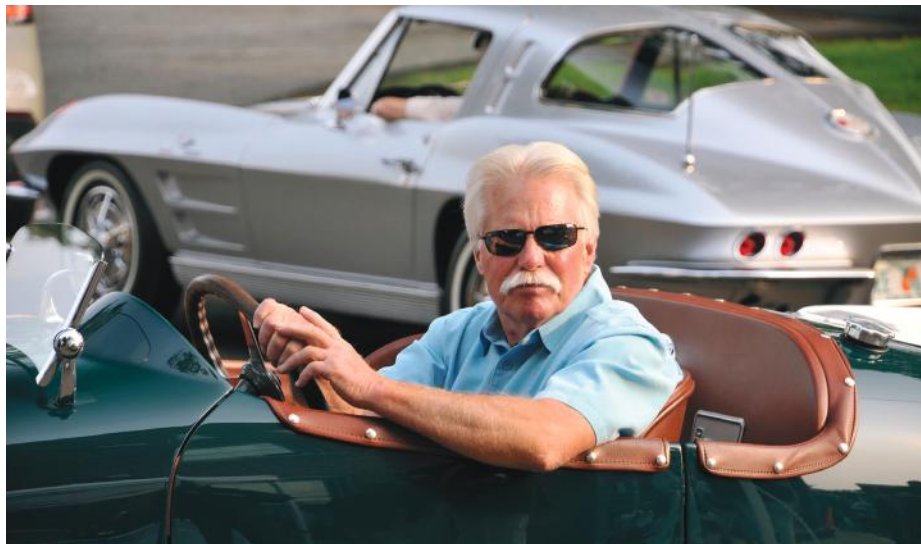
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Happy Hour with Wayne Carini

Sponsored by **Berkshire Hathaway HomeServices**
Thursday, June 11



For 2026 the festival will be hosting an informal gathering at the Highlands Performing Arts Center (PAC). Berkshire Hathaway HomeServices is our Platinum Sponsor of the event. From 5:30 to 7:30 pm, Mr. Wayne Carini will be greeting festival attendees. Appetizers and adult beverages will be served. The second half of the gathering will be a panel discussion about classic cars with panelists Wayne Carini, Bill Warner, and Corky Coker.

Tickets are available at www.HighlandsMotoringFestival.com

Carini's Historic SS100

One thing most automotive enthusiasts can agree upon is that the original SS100 Jaguar is a very special car. Some, though, are even more special than most. This example, owned by Wayne Carini, is one of those. Built in 1938, vehicle #39067 was owned by only two people over the course of 60 of its 88 years of existence. The first of those two, from the late 1940s to the late 1970s, was Dave Garroway, the original host of the Today Show.

During his 30-year ownership, Mr. Garroway regularly competed in races and hillclimbs with 39067 into the early 1950s. He was what, in the period, was often referred to as a "Gentleman Racer," simply doing it for the competitive joy. He competed at such places as Watkins Glen, Bridgehampton, Wilkes-Barre, Elkhart Lake, and Equinox.



Not satisfied with the power of the Standard 3.5-liter engine, he had a Rootes supercharger installed. After blowing out the engine on the Studebaker test track, he decided to take a different route to more horsepower. He convinced Jaguar to sell him one of their relatively new—and much more powerful—XK engines to be installed in 39067. XK engines went on to win Le Mans five times in the 1950s.

Eventually deciding to upgrade the

interior, Garroway purchased—and had installed on the seats, dash, and steering wheel—several alligator skins, which remain in the car today.

Currently, Mr. Wayne Carini continues to enjoy driving this very special SS100 Jaguar.

One Lap of the Mountains Driving Tours

Thursday - Friday, June 11 - 12



Each year, lucky drivers and their passengers drive beautiful mountain "less traveled" roads and experience the comradery with the "One Lappers." The annual One Lap of The Mountains driving tour has become the festival's second most popular event, after Classics in the Park.

It has been expanded for 2026 with larger groups spanning two days, Thursday, June 11, and Friday, June 12. This exhilarating driving adventure is a technical rally as opposed to a timed rally, designed to give drivers a chance to enjoy the scenery while staying together as a group.

Event organizers plan a different course every year on roads chosen to provide the ultimate mountain

driving experience. It is open to any vehicle. There are multiple run groups with 25 slots each. Each drive has a lunch stop at an interesting destination. The route then returns to Highlands.

All One Lap of the Mountains tours will begin on Pine Street in Kelsey-Hutchinson Founders Park. Registrants also receive detailed tour route instructions, two hats, and the HMF 2026 poster, dash plaque and window sticker. Hot meals include breakfast sandwiches prior

to departure and a hot buffet lunch. All vehicles are eligible. Bonus judging points are awarded to those One Lap participants who also show their driven car at Saturday's "Classics in the Park."



One Lap of the Mountains Guided Route Tour Books

Over the years of Highlands Motoring Festival®, the most popular driving event has been the One Lap of the Mountains driving tour.

Each year, a new route is designed for a perfect combination of road condition, scenery, and terrain. Every effort is made to avoid high traffic areas. Breaks and lunch stops are selected to accommodate the enjoyment of a group activity. Points of interest and local history add color to the detailed instructions. Each route is repeatedly test-driven and verified.

Detailed directions, just like on the original One Lap tours, are available in the form of a pair of route guidebooks.

The One Lap book includes the six One Lap routes; each

updated and verified. There are also two routes with sections of unpaved surfaces. And there are additional bonus routes and photos. The second route guidebook, Second Lap of the Mountains includes the curated routes of more recent years not included in the original book. The Second Lap book also includes several more novel routes ranging from under 50 miles to over 150 miles. Descriptions of selected historic roads in the region are covered.

The books are authored by the originators of the

event, Jan and Gus Lard. Both publications, One Lap of the Mountains Route Guide and Second Lap of the Mountains, are available for sale to the public on June 11-14 at the merchandise tables at Highlands Motoring Festival® events.

The books are also on sale anytime at The Highland Hiker and can be pre-purchased on the HMF website.





Main Street Parade of Classics

Friday, June 12

This year there will again be a parade of interesting and classic cars on Highlands' Main Street. All vehicles and drivers are invited to participate, at no cost, by gathering at the Kelsey-Hutchinson Founders Park prior to 5:30pm. Parade participants will receive printed instructions along with a print of original Knight Martorell automotive artwork. The procession departing the park at 6:05pm. Exiting onto Fifth Street, the group will be directed to proceed west on Main Street on a predetermined route. This year the event will be assisted by Highlands Police Department personnel.

The HMF Parade has become much anticipated by the public, who will gather on Main Street to witness the passing classics.

The parade terminates back in the park by 6:30pm, where participants will join other enthusiasts and their cars. Many fine restaurants in Highlands await, or participants can hang out in the park and spend the evening with fellow classic car enthusiasts.



2026 Trophies



Over 30 awards are presented to owners in several categories, which would typically be a lot of brass. But at Highlands Motoring Festival®, we would have to say, "That's a lot of mud."

Really!

Each is a piece of hand-made ceramic pottery reflecting the HMF logo and theme.

With a town full of artists, Highlands Motoring Festival® has benefited from the creativity of local artisans. A good example is Highlands Mayor Patrick Taylor, the creator and craftsman of the original Highlands Motoring Festival® trophies for many years.

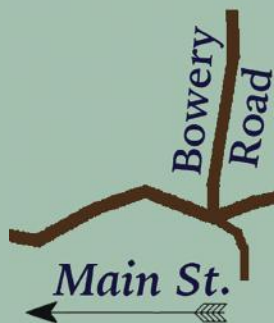
Highlands is home of The Bascom, a renowned center for visual arts. Its most popular programs are in the pottery barn, a ceramics workshop. The program is directed by Frank Vickery, a gifted artist in his own right. But his greatest talent is the way he energizes the whole community's interest in pottery as functional art. He is The Bascom's current pottery guru. Since 2021, Frank Vickery has produced the awards for Highlands Motoring Festival®. That tradition continues in 2026.

Horse Cove Road Driving Tour



*"Highlands' Best
Kept Driving Secret"*

Whiteside Cliffs



40 Curves
In 1.8 miles
990 foot drop
10% average grade
Well banked
Nice pavement
One mile from Main St.



Directions:

Continue East on Main St.
Main St. turns into Horse Cove Rd.
Fun begins after passing Bowery Rd.
End at Rich Gap - good turn around.
Horse Cove is better on uphill return !



Bob Padget Poplar
Highlands' Biggest
Tree

Rich Gap Rd
(unmarked)



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Classics in the Park

Saturday, June 13



Highlands Motoring Festival's® centerpiece event, a classic car show, is held on Saturday, June 13, from 9:30 am to 3:45 pm at Kelsey-Hutchinson Founders Park. Organizers expect 85 spectacular entrants and more than 2,500 visitors on show day. All the invited classic cars on the show field go through a rigorous screening process to create a curated experience. Every car displayed has been selected because it has a story worthy of telling. 'Classics in the Park' focuses on autos from the pre-computer car era; cars from the model years prior to 1990. Early application is urged. There is no charge for spectators, but donations to the charity partners are appreciated. Show cars will be

exercised at noon, with an in-place Gentlemen, Start Your Engines performance for spectators. Judging begins at 9:30 am and award winners will be announced, and awards presented in the early afternoon. Spectators will see classic and unique, sometimes very limited edition, cars in several judged classes. Volunteers will be cooking and selling hot BBQ sandwiches on-site. Merchandise tables will have the current and past year's HMF posters, One Lap of the Mountains tour books, hats, shirts and other festival items for sale.

The festival committee has assembled a panel of judges who are not just knowledgeable but are owners of similar

Classics in the Park

Saturday, June 13



cars. Cars are judged on overall quality of restoration, authenticity, historical significance, provenance, and presentation. Areas that will be judged for correctness and cleanliness are exterior paint and body, interior, engine compartment, and trunk. We recognize that many collector cars are driven regularly, so modifications for safety and drivability are given special tolerance when our judges consider originality. All cars must carry an up-to-date fire extinguisher. The awards are custom, locally produced pieces of pottery commemorating HMF 2026.

Previous years' shows have featured such diverse cars as pre-war race cars, BMW M1, BMW 328, Ferrari

166MM, Bugatti Type 35, Indy cars, rare muscle cars, and a corral of real Shelbys and Cobras. In 2016, a trio of Mercedes 300SL Gullwings were on display. Italian-car lovers have brought cars from Ferrari, Alfa Romeo, Fiat, Maserati, and Lamborghini. Race cars have included Lotus, Lola, Shelby, Porsche 904, 906, 908, 917, and McLaren. Antique Model A's, Bentleys, and many other classic cars round out the collection. Sometimes a word can spark an image. Icons such as Countach, Miura, Testarossa, Stingray, Cobra, and Gullwing have graced the HMF show field. Applications for invitation for 2027 will be available on the HMF website later in the year.

Featured Theme

America versus England

The 2026 featured theme was envisioned to commemorate the coming 250th anniversary of America's independence. A battle scene reenactment seemed the way to go and for the car enthusiasts who stage the festival that meant there would be a battle of cars. The most obvious candidates were Corvettes and Jaguars, each representing their country of origin. Yet Jaguar being a manufacturer and Corvette only a model, the comparison cannot be direct. Maybe our approach reflects how brash Americans broke old ways of thinking.

Jaguars became popular in America after WWII when returning veterans sought out cars they had seen and driven in England and Europe. After the war the newly developed Jaguar XK-120 was the most advanced and fastest car in the world. It established endurance records during the period. In the post-war years, the economy in the United States was starting to boom, much different than across the Atlantic. British car manufacturers recognized this and made cars designed for export to the American market. The British car industry survived because of this strategy. During the 1950s the Jaguar XK series evolved into the XK-140 and XK-150 as it maintained its status as the car to beat.

The Corvette was born out of the American car industry targeting these same returning veterans and their desire for something other than big sedans. Created on a low budget, the Chevrolet Corvette was a market experiment. The experiment demonstrated potential and caught the attention of Ford Motor Company, which responded with the first generation Thunderbird. Chevrolet decided to differentiate the Corvette by pursuing a more performance oriented model versus the Thunderbird's personal luxury image. In 1955 the Corvette gained a V-8 engine and in 1957 fuel injection and a four-speed transmission. In 1958 Ford gave up on the sports car market.

The 50s era Jags and Vettes evolved into the most iconic cars of the 1960s. The 1963 Corvette Sting Ray's distinctive styling is still fresh sixty years on. The Jaguar E-type (XKE in America) is considered one of the most beautiful cars of all time. Legend has it that upon first seeing the car at the Paris auto show, Enzo Ferrari asked, "Why can't Ferrari build beautiful cars?" Many think that Pininfarina's design of the Ferrari 250GT Lusso was his response. The pairing of these two iconic contemporaries has been natural since the days there were Kennedys in the White House.

Walmsley and Lyons (seated) with the Model No. 1 Swallow sidecar on King Edward Avenue in Blackpool, where they grew up and first established their engineering facilities. The motorcycle is a Brough Superior SS80.



JAGUAR MILESTONES

- 1922:** Wm. Lyons and Wm. Walmsley form the Swallow Sidecars Company in Blackpool, England, building motorcycles and sidecars from military surplus.
- 1927:** Limited production begins of coach built cars on Austin Seven chassis.
- 1932:** Company moves to Coventry, England and soon changes name to SS Cars Ltd.
- 1945:** Company name changed to Jaguar Cars Ltd. After rise of Nazis and the SS implications. Previously, Jaguar had been a model name used by SS Cars Ltd.
- 1939-45:** Company built military components and secretly worked on a new sports car design.
- 1948:** Chief Engineer Wm. Heynes completes the XK engine that would power Jaguars for the next twenty years. Jaguar introduces the XK-120.
- 1949:** Chassis no. 670003 delivered to Clark Gable.
- 1956:** William Lyons is knighted by Her Majesty.
- 1961:** Jaguar introduces the E-type with 3.8 liter XK engine.
- 1966:** Jaguar merges with British Motor Corp. which becomes British Leyland Ltd.
- 1972:** Amid control struggles, Sir Wm. Lyons retires.
- 1984:** Jaguar is separated from newly nationalized British Leyland and operates as Jaguar Cars Ltd. under Sir John Egan.
- 1989:** Jaguar Cars Ltd. is acquired by Ford Motors along with Aston Martin, Land Rover, and Volvo.
- 2008:** Avoiding bankruptcy, Ford Motors sells Jaguar to the Indian car company Tata, ownership that continues to this day.

The Men Behind the Legends

Sir William Lyons: Mr. Jaguar

Zachary "Zora" Arkus-Duntov: Father of the Corvette



Research on these storied marques reveals that each has its own hero. Clearly, Sir Wm. Lyons stands for Jaguar being co-creator of the brand and successfully running the company for more than 30 years. On the Corvette side, it could be said that Harley Earl, Bill Mitchell, or even Peter Brock would be the Corvette patriarch. But there is an even bigger personality to consider. Bringing race and engineering experience to the program, Zora Duntov may not have created the brand or run General Motors, but without his vision the Corvette brand would not have survived.

Zora Duntov was an immigrant from Belgium who escaped the Nazis by racing across Europe in an MG. After WWII he invented and manufactured the "Ardun Head," aftermarket replacement cylinder heads for the Ford V-8 giving it overhead valves and hemispherical combustion chambers. Duntov moved to England in 1951 to work for the Allard Car Company and manage their Le Mans program, where he drove in the race in 1952 and 1953. The Porsche factory team then signed him to drive their Porsche 550RS in 1954 and 1955 where he was first in class in both years.

It is a miracle that Duntov ever joined GM in 1953. Ford Motor Company missed an opportunity to continue their V-8 engine dominance that started in 1932. Duntov had been impressed with the Motorama Corvette on display in NYC. Bill Mitchell at GM saw the importance of a high-performance V-8 for post war America and made one of the most important business decisions of his career by hiring Zora Duntov. Duntov's knowledge of the aftermarket allowed accelerated development of the new Chevy "small block" V-8 engine. Further, Duntov's collaborations meant that the best performance parts were available first in the aftermarket. Hot rodders and racers flocked to the Chevy V-8 leaving Ford's new OHV V-8 in the dust for

years to come. It's no wonder that Ford gave up on sports cars in 1958.

For twenty-two years Duntov was the guiding force within the Corvette program. He never lost sight of the importance of racing for the brand's image. He consistently fought with corporate management about participating in sports car racing with such cars as the 1956-1957 Corvette SR1, SR2, Corvette SS and the 1962 Corvette Grand Sport. While these cars had very limited production, the knowledge gained was implanted in the production car designs. Duntov retired from GM in 1975.

Jaguar, having an earlier origin, has stories that predate the Corvette brand. Some of these pre-WWII cars are invited to HMF's "Classics in the Park" and will be displayed in their own special class. Something else that Jaguar had over Corvette was a factory race team. Jaguar was the overall winner of the 24 Hours of Le Mans race in 1951 with a XK120C, in 1953 with a C-type, and in 1955, 1956, and 1957 with the incredible D-type racer. Jaguar's racing heritage elevated the brand's image and showcased its advanced engineering.

Yet another area where Jaguar has no Corvette counterpart is sedan models. Since 1945, Jaguar has continuously made luxury class sedans. Their rather confusing designations are summarized in the chart.

The scene is set, so let the battle begin. The battlefield will be the Kelsey-Hutchinson Founders Park on June 13, 2026. Highlands Motoring Festival® is privileged to present many fine examples of the Jaguar and Corvette brands that will tell their story and show their evolution.

Jaguar Sedan Models Timeline

Model	Years Produced
Mark IV	1945–1948
Mark V	1948–1951
Mark VII	1950–1956
Mark I	1955–1958
Mark II	1959–1967
Mark VIII	1956–1958
Mark IX	1958–1961
Mark X / 420G	1961–1970
S-Type	1963–1968
420 / Sovereign	1966–1969
XJ6	1968–1992

Corvette Models Timeline

Generation	Years Produced
C1	1954-1962
C2	1963-1967
C3	1968-1982
C4	1984-1996
C5	1997-2004
C6	2005-2013
C7	2014-2019
C8	2020-

Meet the 2026 Judges



Al Ossorio

Al has served as Judging Coordinator for the Highlands Motoring Festival. He has been involved in the AACA, VMCCA, Packard Club, NCRS, HCCA, CCA. Owner of brass, classic and sports cars, he is also involved in restoration of collector cars. A Senior Master Judge, Certified Team Captain with the AACA, judging in National and Grand National Meets, Al is also Show Chairman and Chief Judge at VMCCA National Meets.

Guy has a lifelong affection for all things mechanical. When he came to Highlands a decade ago, he showed cars at the festival, then began judging. He enjoys racing with SCCA, HSR and SVRA. Annually, he serves as a Class Host at the Amelia, judges the Gasparilla Concours and shows his cars and wooden boats. His focus is early Japanese sports cars and 50s and 60s American classics.



Guy Marvin



David Noznesky

Dave collects classic sports cars and has judged at numerous motorcar events. He was invited to judge Classiche Ferraris at Finali Mondiali held in the US. He founded Concorso Ferrari Palm Beach and was invited to judge at the prestigious Cavallino Classic, Palm Beach. During the last 12 years he has served as a judge at the Celebration Exotic Car Festival.

Karl is a 50+ year Porsche enthusiast, having owned multiple models from nearly every generation. He has restored more than two dozen 356s and currently enjoys a collection of limited-production Porsches spanning 1958 to 2022. For the past few years, he has served as Lead Judge for the Porsche Category at the Highlands Motoring Festival.



Karl Boegner



Amy Lester

Amy is a 50-year BMW enthusiast and was Chapter President BMWCCA, Ambassador BMWCCA Foundation/Museum, and founded ZSCCA - hosted 550 Z3s for 12 years at BMW Manufacturing. She's served as Editor CS Register, editor's assistant Ferrari Market Letter magazine. She's won the Amelia Island, Hilton Head concours and took the Woman Driving America Enthusiasts Award.

Following a 35-year corporate career, Brad retired to pursue his automotive interests. He has owned several sports and classic cars, restoring two to the highest level and competing at more than 30 concours events. Brad was the Chief Judge for the Gasparilla Concours d'Elegance in Tampa, Florida, and judges annually at Radnor Hunt, Boca Raton, Chattanooga, and Greenbrier concours. He is also a past President of the national Solid Axle Corvette Club.



Bradley J. Bean



Barry Harms

Barry's automotive interest ranges from restoration, sales, racing, and collection. He has owned in excess of 250+ cars including BMW, MG, Austin Healey, Jaguar, Mercedes-Benz, Volvo, Saab, Porsche, and Volkswagen. After 18 years of involvement with EuroAutofestival, he began Concours Judging, including Hilton Head Concours, Chattanooga Motor Festival, Biltmore Classic, Greenbrier Concours, Kiawah and Highlands Motoring Festival.

Johnny Howard is a young enthusiast with a passion for all things automotive. He has served as judge at the Highlands Motoring Festival since 2018, Hilton Head Island Concours d'Elegance, Legends of the Autobahn West, and at the Keeneland Concours d'Elegance in a variety of classes. He is an avid collector, mechanic and driver of his 80s and 90s Japanese Domestic Market vehicles.



Johnny Howard



Steve Ahlgrim

Steve has worked in the collector car business for over 45 years, specializing in the Ferrari marque. He has been a manager of a Ferrari dealership, a Ferrari parts house, and a boutique specialty car dealership. He has used his on-the-job experience to judge at many concours events. While his expertise is Ferraris, his assignments have ranged from brass-era Buicks to modern exotics.

Stephen has been a judge at the Celebration Exotic Car Festival in Florida for more than ten years and brings a deep passion for motorsports and engineering detail. He is an aerodynamics engineer with GM Motorsports, supporting NASCAR, IndyCar, Cadillac LMDh, and Corvette programs with a focus on optimizing race car performance.



Stephen Robinson



Erich Smith

Erich is a native of Fort Lauderdale, Florida, and now resides in Woodstock, Georgia. He has over 30 years of experience in the automotive industry, and comes from a long line of car guys. For the last 12 years, he has been the owner of Grand Touring Specialists, LLC. He is a member of the American Society of Appraisers in the Automotive Specialties field.

Ira has been active in the collector car hobby for more than 25 years, having chaired or co-chaired over 90 events. He serves as a Director of the Antique Automobile Club of America (AACA) and is the Chief Judge of the Lake Mirror Concours, judging at numerous concours events nationwide. Outside the car community, he volunteers as a docent at Vizcaya Museum and Gardens in Miami.



Ira Shapiro

Knox began judging in the late 1960s with the Auburn Cord Duesenberg Club, drawing on early experience working in his father's restoration shop on Duesenbergs and prewar Rolls-Royce. He later became qualified to judge prewar Rolls-Royce and began judging at Classic Car Club of America Grand Classics. For more than 37 years, Knox has judged at the Pebble Beach Concours in the Duesenberg, prewar Rolls-Royce, and prewar American classic classes, and he served as a judge at the Amelia Island Concours for 25 years.



John Farrall

John is the Chief Concours Judge for the BMW Car Club of America and a Master Judge with the Classic Car Club of America and the Antique Car Club of America. He has judged at the Hilton Head Island Concours, San Marino Motor Classic, Chattanooga Motoring Festival, Legends of the Autobahn, and the Keeneland Concours. He was the Car Show Director and board member of the Euro Auto Festival for five years.



Jeff Saluck

Jeff practiced Family Medicine for 36 years and later specialized in Hospice care. His passion for classic automobiles began as a teenager when he received his first car, a 1969 Dodge Dart GT. Since semi-retiring, Jeff has judged at multiple concours events, including the Lake Mirror Classic Concours d'Elegance and the Boca Raton Concours d'Elegance. He is enthusiastic about preserving automotive history and evaluating these significant vehicles.



Scott Hughes

Scott has been an active BMW Car Club of America member since the 70s. He has judged multiple BMW CCA national Oktoberfest Concours, served as Chief Judge and organizer of a Baltimore Concours featuring multiple Classic brands, judged at the Euro Auto Festival and curated collections for the BMW CCA Foundation Ultimate Driving Museum, and, of course, for Highlands Motoring Festival.



Mark Lovello

Mark Lovello, owner of Jaguar South, epitomizes mastery in Jaguar car restoration. He brings decades of expertise in the realm of Jaguar cars and British automobiles. Mark's vast knowledge earned him the esteemed role of JCNA judge, but also a fixture at the Highlands Motoring Festival, where his discernment ensured automotive excellence as a judge. Passion defines his contribution to the preservation of British automotive heritage.



Richard Heisenbottle

Richard is a nationally recognized historic preservation architect who brings his passion for historic buildings to antique automobiles. An AACA Certified Judge, he has judged events from Miami to Hershey and served for many years at the Boca Raton Concours, Lake Mirror Classic Concours, Delray Beach Concours, the Sandhills Motoring Expo, and other regional shows. When not at a car event, he can be found driving or working on his all-original 1963 Corvette Stingray.



Bill Warner

Bill Warner has been a classic car enthusiast his whole life. He is best known as the founder of the Amelia Island Concours. His career spans many decades beginning with his work as a photojournalist with Road & Track magazine which continues to this day. His words and pictures have appeared in Car & Driver and AutoWeek publications. He is an accomplished race car driver, author, and philanthropist.

2026 Judging Committee

Al Ossorio, Bradley Bean,
Johnny Howard, and Mark Chmar

Gregory's history with European high-performance cars dates back to the 1980s in Brussels, Belgium. With a particular focus on Ferrari and Porsche, he has been involved in numerous restorations that have received the highest awards at prestigious concours events in both Europe and the U.S. Most recently, a 275 GTB restored by him and his dad's company, GTM AND SON, was sold for a record price.



Gregory Trigaux

Wayne and his wife Amy organized numerous BMWCCA events and founded the BMW Z3CCA/ZSCCA, including 12 years of Homecoming for 500 BMW Z3/4s. He edited the CS and Z3 Registers and led more than 200 mountain road tours, concours, rallies, driver schools, and club events. His judging experience includes British club events, BMWCCA Club Concours, BMWCCA Oktoberfest, Highlands Motoring Festival, Atlanta Concours, and ZSCCA ZFest.



Wayne Lester

Alex represents a generational continuation of concours participation. A lifelong Ferrari enthusiast, he has represented the marque at the dealer level and on the show field. With more than 25 years of involvement, he has handled registration, logistics, and judging at top events. As one of the youngest IACPFA judges, he is committed to passing his knowledge to the next generation. He also conducts vehicle research, inspections, and market evaluations for clients.



Alex Ahlgrim

Lisa has been a classic car enthusiast since childhood, inspired by her father's passion for the hobby. She is especially drawn to the historical significance of each vehicle and the unique relationship owners have with their cars. While new to concours-level judging, she is actively studying the AACA judging guidelines and is eager to learn the finer points of evaluation. The 2026 season will serve as her apprentice year.



Lisa Studebaker

Jonah has been part of concours judging teams for the past four years, with engagements including the Boca Raton Concours in Florida, the Sandhills and Pinehurst events in North Carolina, and the Lake Mirror Classic in Lakeland, Florida. He enjoys using AI-based research tools to gather in-depth information on the automobiles appearing at each event.



Jonah Goldsmith

David has more than 20 years of concours judging experience, specializing in pre- and post-war British sports cars and post-war American production cars. A Certified JCNA Chief Judge, he also serves on the Hilton Head Island Concours Selection Committee. He has judged at major events including Boca Raton, Cincinnati, Hilton Head, Keels & Wheels, and the International Jaguar Festival, and has shown award-winning Jaguar E-Types at multiple motoring festivals.



David Kirkman

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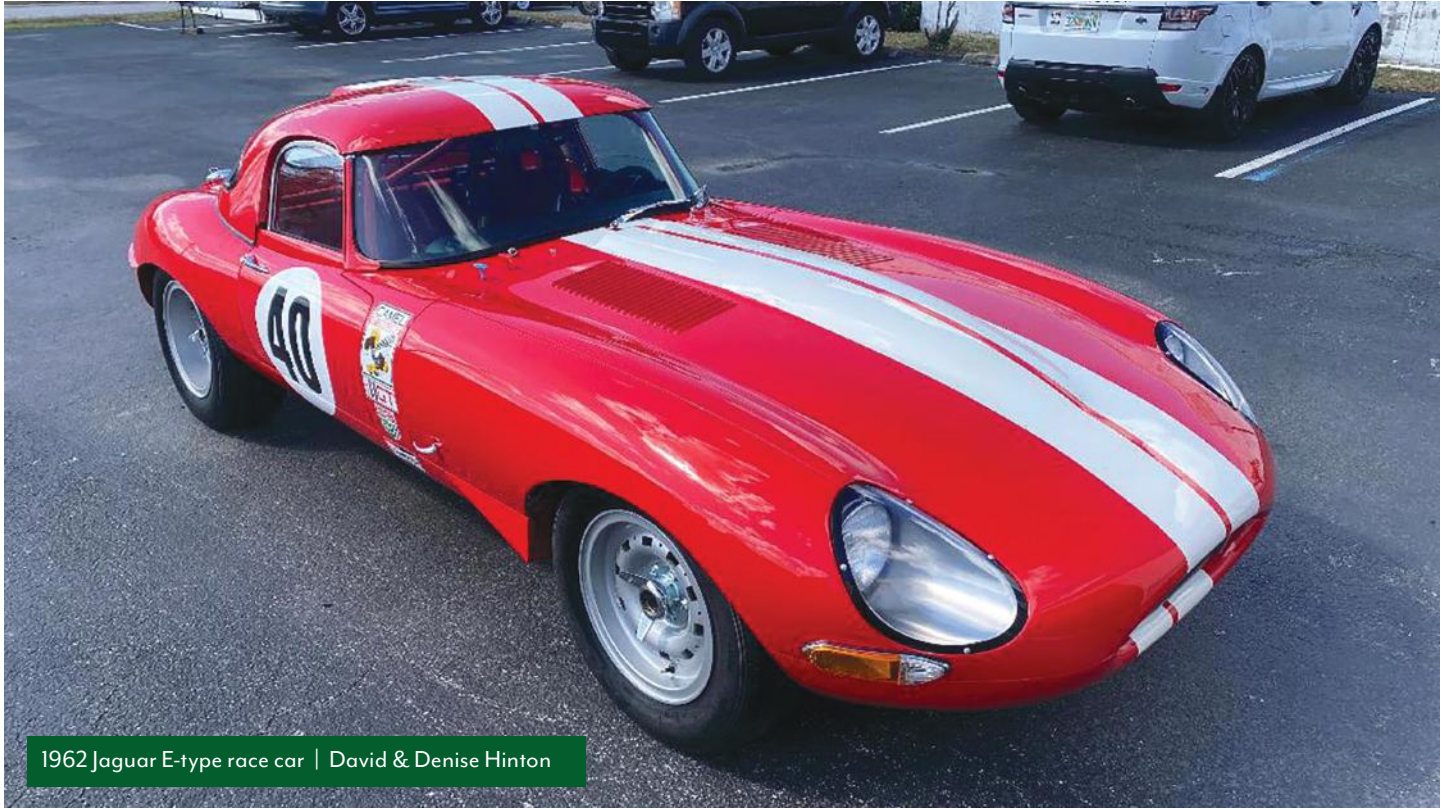


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Must See Jaguars at Classics in the Park 2026



1962 Jaguar E-type race car | David & Denise Hinton



1960 Jaguar MkII | Michael & Jane Armstrong



1959 Jaguar XK150S | Corky & Theresa Coker



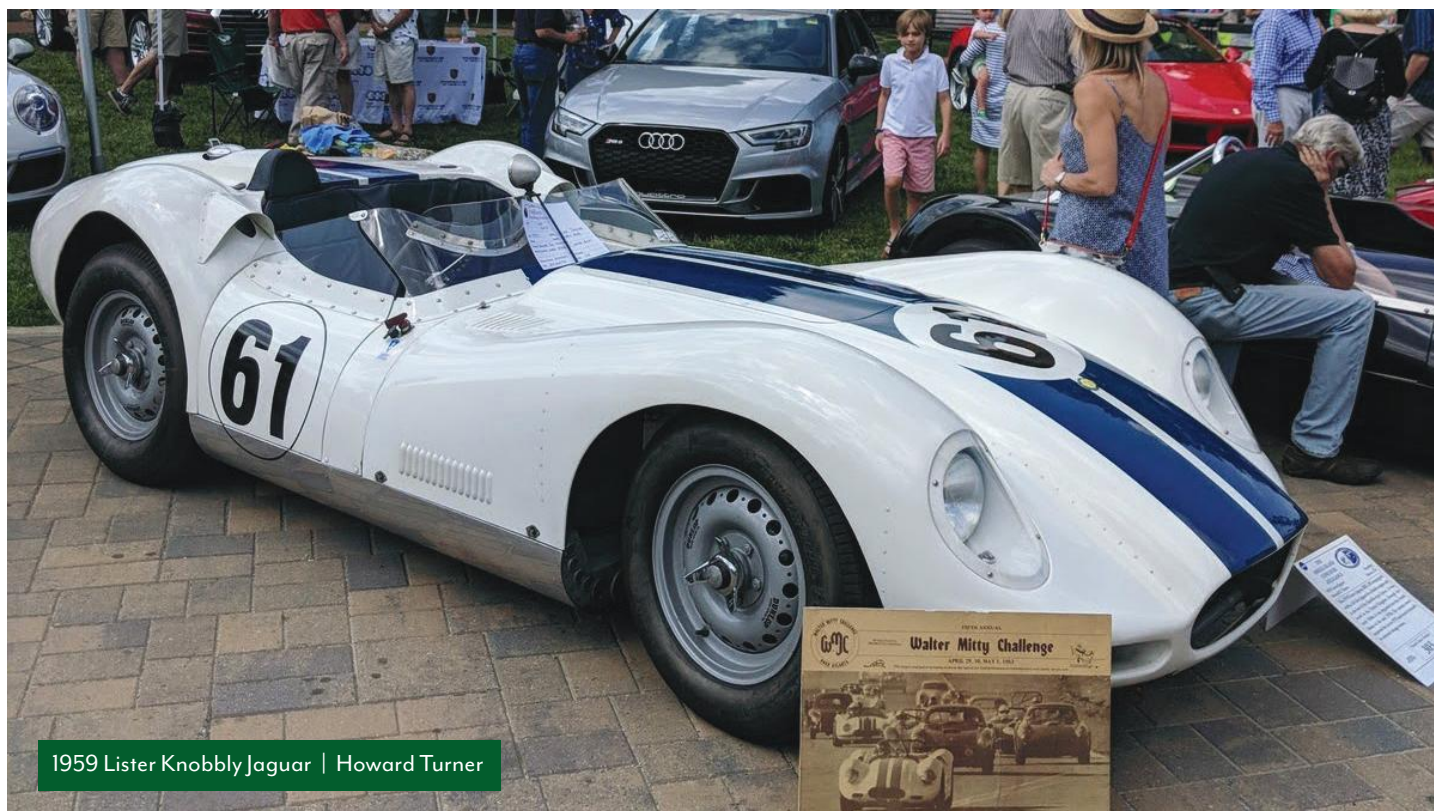
1967 Jaguar E-type OTS | Marty Gawlas



1974 Jaguar E-type OTS | Steven & Donna Kalmin

Must See Jaguars

at Classics in the Park 2026



1959 Lister Knobbly Jaguar | Howard Turner



1951 Jaguar XK120 FHC | Matorell Collection



1967 Jaguar 3.8S | Alan Taylor



1963 Jaguar E-type FHC | Jack & Robyn McCulloch



1951 Jaguar XK120 OTS | Dennis White

Must See Jaguars

at Classics in the Park 2026



Must See Jaguars

at Classics in the Park 2026



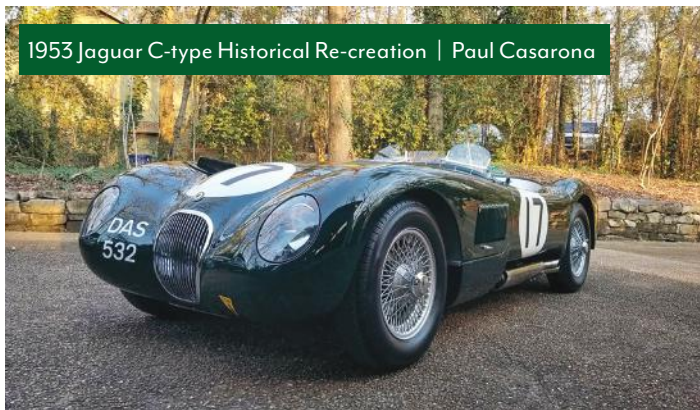


Historical Jaguar Re-Creations at Classics in the Park 2026

Highlands Motoring Festival has rules for the cars invited into "Classics in the Park," as do most other Concours. Some of these are hard and fast, others we will occasionally be flexible about, if we feel it is in the best interest of the show, such as a special single year display. For example, we don't generally accept post-1990 manufactured date and highly modified cars. At the same time, the festival encourages owners to drive their classics in the mountain drives. So, our judges are tolerant to necessary modifications that enhance the car's safety and drivability.

As education is one of our missions, for 2026 the selection committee has recruited cars that will tell an important part of the story of Jaguar's evolution and history, which includes cars that no longer exist or are unavailable to show. Accordingly, for 2026 only, three re-creation Jaguars are presented in a separate display class. These vehicles are important to show the technology evolution of Jaguar cars and represent historical icons in Jaguar racing history. The 1952-1953 Jaguar C-type was the first car to utilize disc brakes in major international racing and won Le Mans twice. Although developed for the Le Mans challenge, the only existing, single prototype XJ13 was never raced due to regulation changes, and suffered a calamitous crash during a demo run in 1971.

These re-creation vehicles are displayed due to the importance they represent in Jaguar history, and because most people will never have the opportunity to see originals.



1953 Jaguar C-type Historical Re-creation | Paul Casarona



1955 Jaguar C-type Historical Re-creation | Martorell Collection



1992 Jaguar XJ13 Historical Re-creation | Don Norby

Must See Corvettes

at Classics in the Park 2026



1957 Corvette Fuelie | Stanley Cryz



1959 Corvette | Pete Cohen



1967 Corvette | Mike Gorney



1978 Corvette Pace Car | Lee Grodsky



1982 Corvette Collector Edition | Sam & Beth McElroy

Must See Corvettes

at Classics in the Park 2026

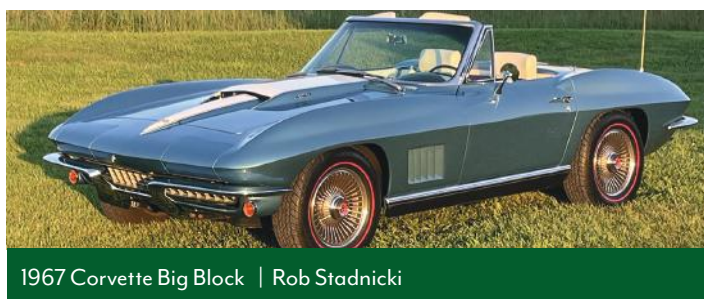


Must See Corvettes

at Classics in the Park 2026



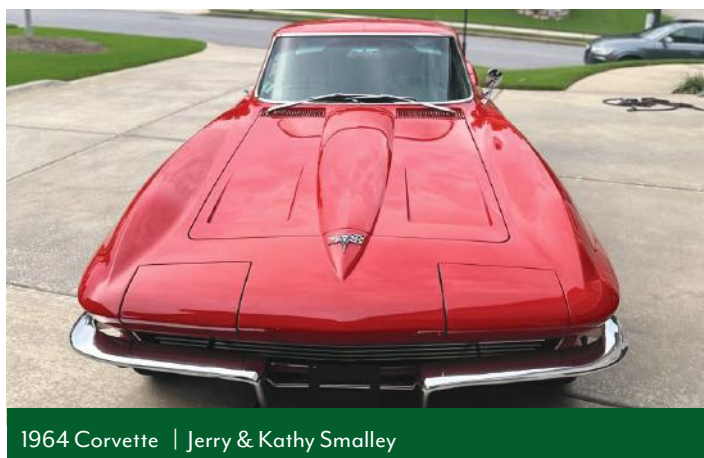
1955 Corvette | Guy Lewis



1967 Corvette Big Block | Rob Stadnicki



1963 Corvette Fuelie | Leo Suggs



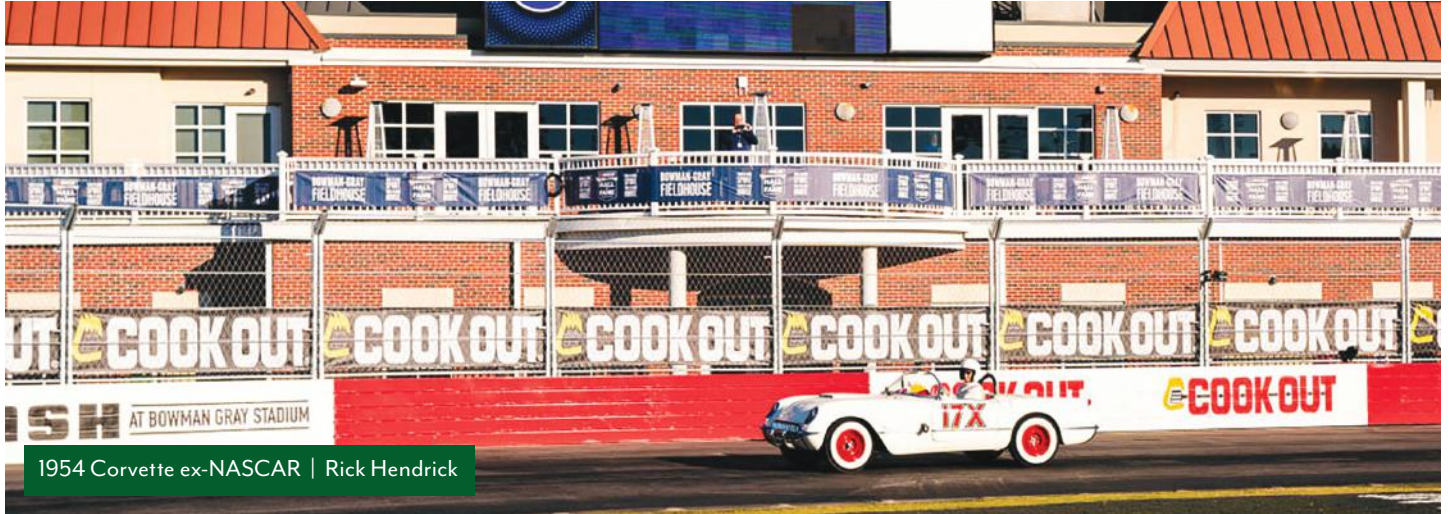
1964 Corvette | Jerry & Kathy Smalley



1969 Corvette L-88 | Rick Hendrick

Must See Corvettes

at Classics in the Park 2026



Select Gallery

at Classics in the Park 2026



1970 Plymouth Superbird | John Bartlett



1953 Mercury Monterey | Eric Kozmic



1933 MG J2 | Jonathan Langberg



1964 Austin Cooper S | Andrew Krueger



1973 Porsche 914 | Carlos Malpartida

Select Gallery at Classics in the Park 2026



Select Gallery

at Classics in the Park 2026



1965 Shelby Cobra Dragonsnake | Dennis Greene



1924 Jowett Short Two | Stephen & Angi Samuels



1976 Fiat 131 Abarth Rally Stradale | Bill St. John

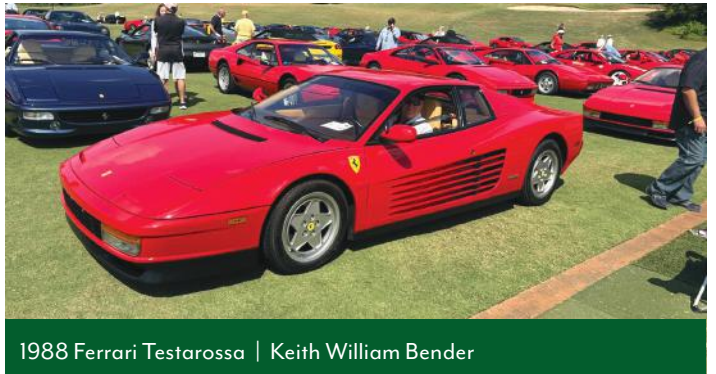


1971 Alfa Romeo 1750 GTV | David & Julie Scott



1977 Porsche 934.5 ex-Peter Gregg | Robert Weber & David Hanks

Select Gallery at Classics in the Park 2026



Select Gallery

at Classics in the Park 2026



1960 Alvis TD21 | Graham Messer Collection



1966 Lotus Cortina | Tom Bungay



1931 Ford Model A Phaeton | Hal & Lisa Dye



1956 Cadillac Coupe Deville | Brady Como



1955 Ford Tunderbird | Ronnie & Pam Edge

Select Gallery at Classics in the Park 2026



Select Gallery

at Classics in the Park 2026



1961 Maserati 3500 GT | Ivan & Myrna Ruiz



1960 Lotus Elite | John Hirt



1972 Citroen SM | Edward Holden



1969 Oldsmobile Delta 88 | John Hogshead



1958 Porsche 356A | Russell Hughes

Previous Entries

from our 18 years of Festivals



1960 Chevrolet Corvette | Michael & Tracie Capozzio



1971 Porsche 911 ST | Matthew Goetzinger



1930 Chevrolet AD Phaeton | "Chip" Boyd



1938 BMW 320 Baur Cabriolet | Lane Motor Museum

Previous Entries

from our 18 years of Festivals



1960 Ferrari 400 Superamerica | Cogan Collection - Kevin Cogan



1925 Rolls-Royce Silver Ghost Piccadilly Roadster | Guy Lewis



1960 BMW 507 | Walter Scott



1965 Shelby Cobra 427 S/C | Dennis Greene



1970 Datsun 240Z Brock Racing Enterprises | Randy Jaffe

Previous Entries

from our 18 years of Festivals

1971 Porsche 917K | Miles Collier Collections @ Revs Institute



1967 Lamborghini P400 Miura | Michael & Julie Jetzer



1958 Cadillac Eldorado Brougham | Tim Vos



1975 Lamborghini Urraco P300 | Howard & Kate Stanton



1988 Porsche 959S | Ingram Collection

Previous Entries

from our 18 years of Festivals



1965 Ferrari 500 SuperFast II | Byron DeFoor



1980 BMW M1 | Scott & Fran Hughes
Hughes Motorsports Collection



1967 Ferrari 330 GTC | Martin Clark



1991 Ferrari 348 Challenge | David & Julie Scott



1990 Ferrari 348 tb | Cody Laird III

Previous Entries

from our 18 years of Festivals



1935 Jaguar SSI Coupe | Eduardo & Michelle Zavala Harris



1931 Packard 840 Ind. Custom Conv. Sedan by Dietrich
Stephen & Beth Templeton



1949 MG TC | Glen Moore



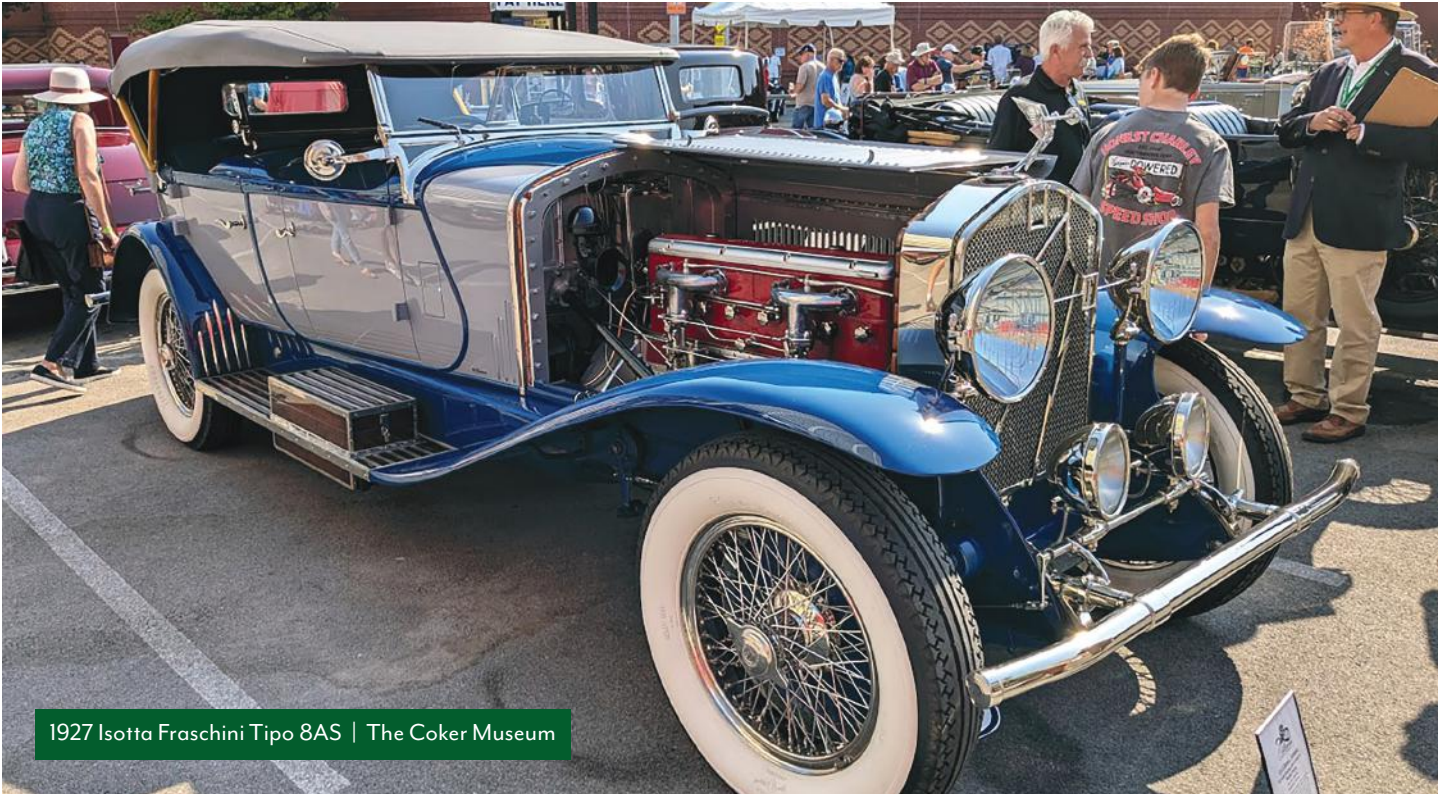
1928 Packard 443 Runabout | Bob & Diane Campanale



1909 Thomas Flyer 670K | Corky & Theresa Coker

Previous Entries

from our 18 years of Festivals



1927 Isotta Fraschini Tipo 8AS | The Coker Museum



1972 DeTomaso Pantera GR.4 (2 x Le Mans 16th Overall)
Guy Trigaux



1973 BMW 3.0 CSL Batmobile | Scott & Fran Hughes



1970 Maserati Ghibli Spyder | Ivan & Myrna Ruiz



1971 Ferrari 365 GTB/4 Daytona | Bill & Jane Warner

Previous Entries

from our 18 years of Festivals



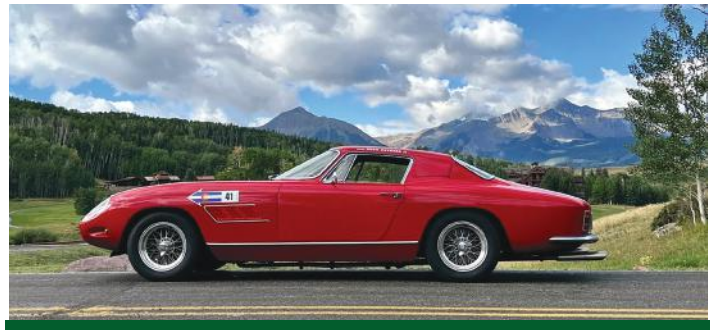
1966 Porsche Carrera 6 Typ 906 | Ingram Collection



1973 Ferrari 365 GTS/4 Daytona Spyder | Bruce Miller



1949 Ferrari 166 Inter Coupe Touring/Vignale | GTM & Son



1958 Ferrari 250 GT Drogo | Hugh Ruthven



1966 Ferrari 275 GTB | Ron Green



1965 Aston Martin DB5 | Conrad Mielcuszny



1970 Ford Mustang Boss 429 | Lawrence & Tees Booth



1966 Ferrari 275 GTB2 | GTM & Son

Previous Entries

from our 18 years of Festivals



1972 Alfa Romeo Montreal | Avery Wise



1954 Arnolt Bristol Bolide | Stan Cryz



1959 BMW 503 Coupe | BMW Classic



1968 Porsche 908 Short Tail Coupe | Brumos Museum



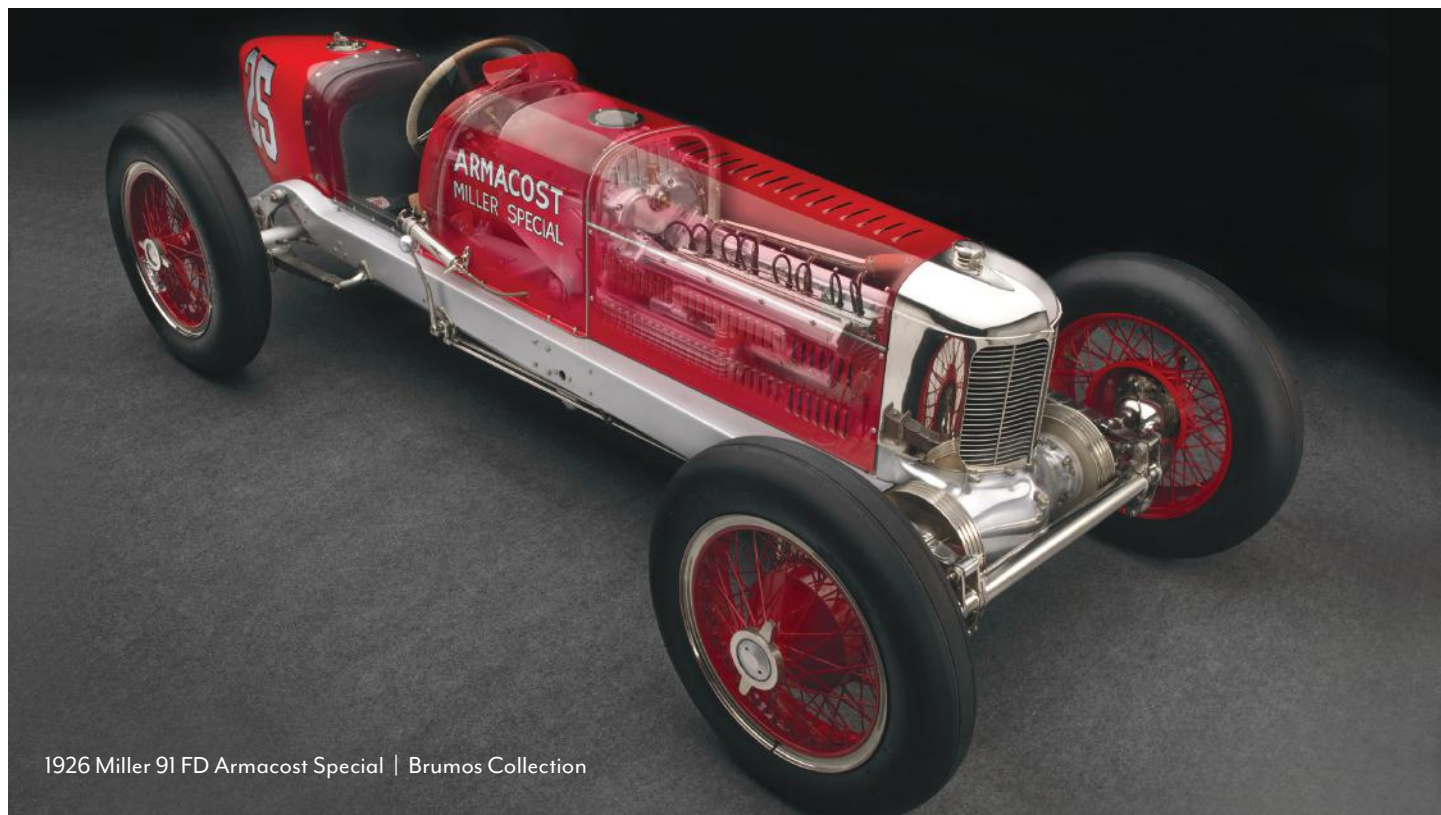
1930 Alfa Romeo 6C1750 Sport Zagato | Vernon Lowe



1991 Ferrari F40 | Julie & David Scott

Previous Entries

from our 18 years of Festivals



1953 Nash-Healey Roadster | Savoy Automobile Museum



1958 Porsche 550A-0142 | Ed Anderson



1957 Mercedes 300SL Roadster | John & Susan Barrett



1948 Veritas RS | Jack & Cathy Frasher

Previous Entries

from our 18 years of Festivals



1934 Packard Dual Cowl Sport Phaeton Super 8 | Sue & Millard Choate



1969 Pontiac Grand Prix ex-NASCAR Grand National | Keith Vrabec



1937 Peugeot Darl'Mat | Tampa Bay Automobile Museum



1937 Cord 812 Supercharged Phaeton | John & Lisa Prunkl



1923 Miller 122 Jr. 8 Special, Brumos Collection

Previous Entries

from our 18 years of Festivals



1909 Sears Model J | Van Thurston



1934 BMW 315 | Scott & Fran Hughes / Hughes Motorsports Collection



1914 Peugeot L45 | Brumos Collection



1911 E-M-F Model 30 Racer | Dale Critz



1928 McDowell Special | Keith Bass



1913 Buick Model 25 Touring | David & Amy Noznesky

Previous Entries

from our 18 years of Festivals



1952 Porsche America Roadster | Chip Perry



1929 Duesenberg Model J Convertible Berline
Donnie & Renee Gould



1956 Austin Healey 100 | Stephen Samuels



1929 Ford Model A Taxi | Hal & Lisa Dye



1937 BMW 328 | Dirk de Groen



1964 Porsche 904 | Ingram Collection



Dancin' in the Street is a feel-good new musical that brings the soundtrack of our lives to thrilling life on stage, following neighbors, friends, and couples as they fall in love, rediscover family, and celebrate the moments that connect us, all set to an electrifying mix of folk, soul, Motown, and disco favorites. Featuring iconic hits like "I Heard It Through the Grapevine," "Both Sides Now," "Bridge Over Troubled Water," "This Will Be," and "Last Dance," the score spans generations with high-impact choreography and powerhouse vocals that keep the energy soaring, and when the curtain falls on Act One, the party doesn't stop—audiences are invited onstage for an unforgettable intermission dance party with an onstage bar and nonstop hits from ABBA, the Bee Gees, Earth, Wind & Fire, and more. Come for the show. Leave dancing in the street.

SHOWSTOPPERS! is a high-energy, 90-minute multimedia spectacular that brings the ultimate musical celebration to the Highlands stage, racing through Broadway and Hollywood's greatest hits—from *West Side Story* and *Singin' in the Rain* to *Phantom of the Opera*, *Dreamgirls*, *Mamma Mia*, and more. Featuring a world-class professional cast, dazzling costumes, and nonstop choreography, this electrifying production blends live performance with eye-popping multimedia design for a thrilling night out, whether you're reliving favorite musical moments or discovering them for the first time, **SHOWSTOPPERS!** delivers the perfect Highlands evening for families, friends, and anyone who can't resist magical musical memories brought to life on stage.



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MAY
17

Balsam Range



MAY
30

The Texas Tenors



OCT
17

Chi-Town Transit Authority

OCT
30

Damn Tall Buildings

JULY
17

Three American Troubadours



SEP
11

Memories of Motown



NOV
1

Chris Norton

NOV
7

Hotel California

SEP
26

Nu-Blu



OCT
9

The Barricade Boys



NOV
21

Mark O'Connor's An Appalachian Christmas

NOV
27

Candlelight Celtic



Dinner Party with Wayne Carini Chasing Classic Cars Saturday, June 13



An evening of food, beverage, and a presentation/discussion by this year's special guest, Mr. Wayne Carini at Wildcat Cliffs Country Club. Wayne will share interesting and humorous stories about his lifetime involvement with classic and high performance cars. Many of these stories come from his books and his long running TV series, "Chasing Classic Cars".

Registrants will enjoy a sit-down dinner and beverages. There will also be a fund raising activity. The Dinner Party with Wayne will be a rollicking way for enthusiasts to share their passion, have fun, and raise money for charities. Attire is country club casual.



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High Octane in the Mountains

Sunday, June 14



Winding up a perfect Highlands Motoring Festival® weekend is a second car show, the annual "High Octane in the Mountains" at 8:30am on Sunday, June 14, at Kelsey-Hutchinson Founders Park. All interesting vehicles are welcome at this more casual car show. Cars of any age are invited and there is no entry fee or judging. Participating cars will receive a HMF 2026 dash plaque. Cars can arrive and depart at any time. Four churches are within easy walking distance with early and late services. Old and new friends will find this the opportunity to exchange contact information, tell one more story, make plans for HMF 2027, and bid each other a fond farewell.



"High Octane in the Mountains" is a uniquely home-grown event, an extension of a weekly gathering of local car lovers known as "Butts on the Bench" with its own Facebook page. Every Saturday morning, during the summer months (except for the weekend of the Motoring Festival), enthusiasts gather in front of Kilwins on Main Street. You will find sports and classic cars with car lovers drinking coffee

and talking cars. Over the years these mornings have evolved to include passing motorists who notice the cars and stop to join the gathering. Car clubs frequently travel to Highlands, and often their members make it a point to stop to talk shop and show off their cars.



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History of the Festival 101

The Little Town that Could

The vision for Highlands Motoring Festival® was conceived in 2007, at a lunch table after a meeting of The Rotary Club of Highlands. The mission was to contribute to local charities and the Highlands business community by attracting automotive enthusiasts to the area. The Highlands Motoring Foundation, a 501(c)(3), was incorporated as a North Carolina non-profit.

The inaugural event took place in September 2008 with 114 cars in attendance. The show field was created by blocking off Pine Street, utilizing the abandoned post office parking lot, and the parking lots of Bank of America and Entegra Bank. The cooperation of the Town of Highlands and both banks made the event possible. Good weather brought a large turnout of spectators. Support of the Highlands business community was solidified. Local car enthusiasts stepped up and volunteered to help. The vision of an annual event became reality.

As Highlands Motoring Festival® was evolving, so was the downtown park that houses HMF today. In 2005, the Town had established a land use plan that proposed acquiring the former post office property for the purpose of a village green. To act on this need, a coalition of volunteers, town officials, civic organizations, and business leaders began planning a downtown park. In 2006, when the former post office property went on the market, a private individual purchased and held it under a special arrangement with the Highlands-Cashiers Land Trust. By 2008, the community had raised enough money to purchase the property outright and deeded ownership to the Town of Highlands. Finally, the Town had a village green space which was immediately put to use with dozens of events during the year, including the Highlands Motoring Festival®. That original coalition continues to protect the park as the organization, "Friends of Kelsey-Hutchinson Founders Park."

The festival continued to grow in scope, quality, and

stature. From the beginning, all net proceeds have been donated to many local charities including the Hudson Library, the Rotary Club of Highlands, Cashiers-Highlands Humane Society, and the Emergency Council. In recent years, the beneficiaries have been three human needs-based groups: REACH of Macon County, the Community Care Clinic, and the Literacy & Learning Center of Highlands. Over the years, the festival has raised \$750,000 for local charities. The festival operates as an all-volunteer organization, with no paid staff.

For the first four years, the Highlands Motoring Festival® was held during the month of September. To eliminate conflicts with some of the major car shows, the event was moved to July for two years. Finally, the second Saturday in June was determined to be optimal, a tradition that started in 2012 and continues. And the event has expanded in

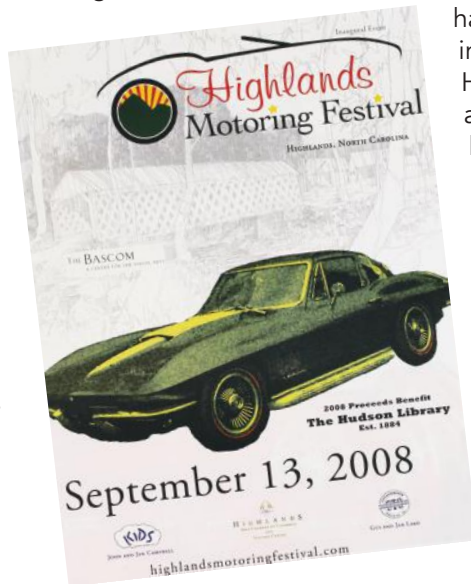
scope, now includes driving tours, a second car show, a parade, and social gatherings spread over four days.

In 2009, the Town decided to deal with storm water drainage issues that had long affected downtown streets.

A storm water plan was developed utilizing the new

village green space with a massive subterranean reservoir to collect and disperse storm water. With matching Federal funds, construction began in 2009. Highlands High School students approached the Town with the suggestion that the new park take on a historical theme. At the same time, the popularity of the village green space was evolved for the

demanding more. Plans addition of a pavilion with restrooms, an elevated stage, and eventually an ice skating rink.



History of the Festival 101

The Little Town that Could



As the major infrastructure work was underway on Pine Street, the Highlands Motoring Festival® venue temporarily moved to Highlands Rec Park for two years.

For 2015 the event moved back to its permanent location at the newly completed Kelsey-Hutchinson Founders Park.

In 2012, the HMF planning committee was approached by the Alfa Romeo Owners Club of Atlanta about special recognition. That group promised and delivered a strong field of Alfas, competing in the event's first Featured Marque class, a tradition that continues. In succeeding years, featured marques have been Porsche, British Cars, Pre-War Classics, Mercedes, BMW, the Cars of Italy, the Cars of Carroll Shelby, Ferrari, and Vintage Race Cars. In 2026 Jaguar and Corvette joined the list.

Many very interesting cars have graced the show field of the Highlands Motoring Festival®. There have been past Le Mans entrants, one-of-a-kind customs, pre-war classics, muscle cars, antiques, sports cars, utilities, mid-century classics, and cars of every ilk from America, Europe, and Asia. One of the most memorable was a collection of three Mercedes 300SL Gullwings, some of the most coveted cars existing. The most unusual was probably the Tupolev Cosmonaut Retrieval Vehicle. One year, a full-blown NHRA funny car was given permission to startup and demonstrate with some revving but was derailed by a dead battery. The Highlands Fire Department came to the rescue with a jump from one of their fire trucks to the cheers of bystanders. Other HMF all-stars include the Bugatti T-35C, a factory racer, that finished third at the 1930 Monaco Grand Prix, a 1953 Ferrari 166/53 with celebrity racing history, a 1989 Porsche built to compete at Indy, a three-time early Daytona Beach winning stock car, the last Lister "Knobbly"

Jaguar, and the 24 Hours of Le Mans class winning BMW CSL "Batmobile" race car. Historic race cars from McLaren, Lotus, Porsche, and Lola have been featured.

In 2017, when the festival was launching the inaugural "Monte Carlo Night" event, the festival committee reached out to the Rotary Club of Highlands. The Rotarians had hosted similar events more than a decade earlier. This was when a group of "vintage" Rotarians jumped into action. The original gambling tables and gear were found in storage. The original table dealers were put back in service on the night of the event. The evening was a huge success, raising over \$6,000 for charity and continued for the next two years. Changes in NC law then prohibited non-profit gaming, so a change was needed for 2020 and beyond. The evening dinner gala theme shifted to an automotive-oriented program.

This once little local car show had grown to become one of the South's most popular automotive events and was voted "Best Concours" in the land by *Classic Motorsports Magazine* in their January 2019 issue. Today Highlands Motoring Festival® has gained the reputation among enthusiast as America's best free car show.

For 2019, the featured marque was the cars of Carroll

Shelby. More than a dozen pre-1968 Cobras, Shelys, and Tigers were accepted into the class. Chuck Cantwell, Shelby American's Mustang project manager, was on hand autographing his book *The Shelby Mustang History*. Another celebrity, Dennis Gage, spent four days in Highlands covering all the events for an episode of his long running TV show *My Classic Car*. The program

aired on April 25, 2020, on the Motor Trend channel to an international audience of millions.





History of the Festival 101

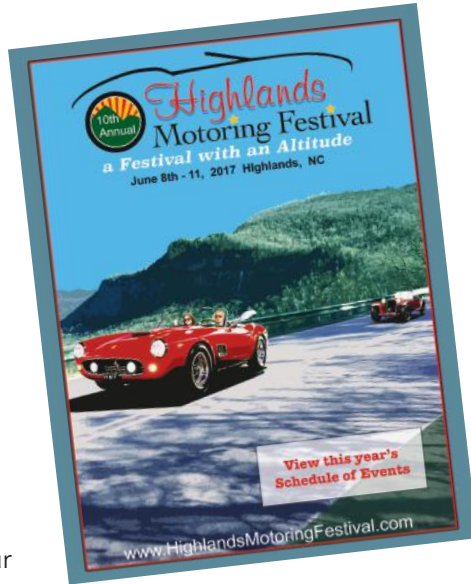
The Little Town that Could

One of the highlights of HMF 2019

was a marriage proposal. Just days before the start of the festival, organizers were contacted by a young man who was anxious to register for the sold out "One Lap of the Mountains" driving tour. He was put on the waiting list and eventually a space was found for the young couple. On the day of the event, the final leg of the tour went right past Bridal Veil Falls, where our young couple stopped with others for a photo. Much to everyone's surprise, the young man dropped to one knee and popped the question. Her answer was affirmative.

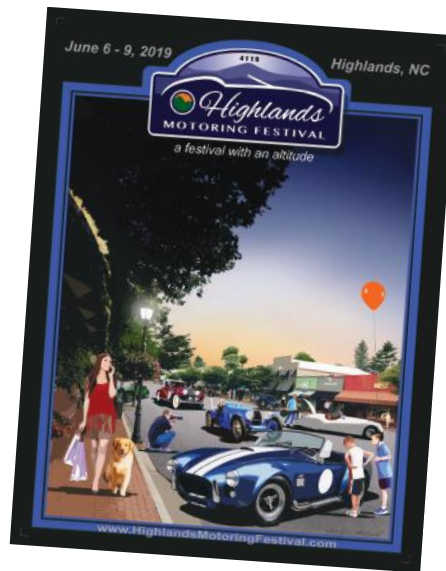
Following the 2019 event, the HMF team was hard at work planning HMF 2020. Thanks to the pandemic, the world suffered the disappointment of cancelling almost every major event in 2020 including the Highlands Motoring Festival®. This gave our planning team inspiration and enthusiasm to take the 2021 festival to an even higher level of excellence. We further challenged ourselves to stage a unique exhibit of automotive artwork and the classic cars that inspire art, in collaboration with the Bascom Center for Visual Arts. The collaboration presented "FreeWheeling" which was the centerpiece component of Celebrate Art + Automobile, a summer series of events in Highlands.

"FreeWheeling" featured original automotive works of internationally renowned artists. The exhibition was on display in The Bascom's main gallery in Highlands and included artworks on canvas, paper, and sculpture, alongside the display of three classic automobiles. The exhibits' cars were rotated twice during the 15-week display so that nine classic cars shared gallery space with the artwork. The cars included a 1954 Jaguar XK-120 once owned by Clark Gable, a 1963 split-



window fuel injected Corvette, an original 427 Cobra from 1965, a 1965 Jaguar E-type 4.2L, a 1965 Alfa Giulia Sprint Speciale, a 1967 Ferrari 275 GTB/4 Alloy, an early Porsche 356 America Roadster, a 1974 Dino 246GTS, and a Porsche 906 fuel injected long nose. The exhibition presented a multi-tiered experience in the appreciation of art and the automobile. It examined design as art, the inherent duality of functional art, the allure of the automobile as art itself inspiring expression in another art-form, and the dialogue between inspiration and expression. Throughout the exhibition period, the Bascom offered several related displays and activities, some of which were interactive. A few examples of these include artist/curator discussions, model car display, and educational STEAM Initiatives.

The 2021 Highlands Motoring Festival® exceeded all expectations, including quality of the cars, spectator attendance, added events, sponsor participation, and revenue generated. Purebloods d'Italia was the featured theme with a strong field of Ferraris. Several historic Porsches were also displayed along with a 1934 Packard Dual Cowl Phaeton.



The 2022 Highlands Motoring Festival® brought the Porsche brand into the spotlight. More than a dozen iconic Porsche race cars came from museums and private collections. The field included Speedsters, 550 Spyder, a 904, 906, 908, and a pair of 917's. Also, the number of pre-WWII classics continued to grow and included a pair of Duesenbergs. 2022 also included a unique Thursday night event, "Movie Night in

the Park" with the showing of "Cannonball Run." On hand were actual participants in the actual 1975 event that inspired the movie. Cannonball Jack and his winning Ferrari/Dino were joined by fellow participant Bill Warner and his Porsche 911S for a presentation about the race across America. The annual donation to three charity partners had grown to a five-figure amount.

History of the Festival 101

The Little Town that Could



The featured marque for 2023 was BMW. This amazing display of ultimate classics included a Dixi delivery van, a 315/1, a pair of 328's, a 1949 Veritas RS, a 502 sedan, a 503 coupe, a red 507 roadster (and a matching red Z8 homage), an Isetta 300, a 700 coupe, 2002, 3.0CS, 3.0S, 3.5 CSL Batwing, 2002 Turbo, and a Z1. The 2023 Grand Marshal and guest speaker was Brian Redman. Other highlight vehicles included a 1923 Miller 122, a Cord 812 Phaeton, Lancia Flaminia, and a 1909 Thomas Flyer. Ferraris were represented by six cars including a Daytona, and a 275GTB/4. There were also four Packards and ten Porsches. The 2024 festival featured almost two dozen pre-war classics along with strong turnout of Porsches, Italian sports, and American muscle. Much to the surprise of everyone, a pair of Peugeots took top honors with the 1937 Peugeot DARL'MAT taking "Best of Show" and the 1914 Peugeot L45 Racer taking the 2024 "Spirit of Highlands Award." In 2025, Ferraris took center stage as the featured marque, a first for Highlands Moting Festival®. The festival Grand Marshal was Corky Coker, who brought stories of his lifetime involvement with classic cars. To no one's surprise, Best of Show was awarded to the 1960 Ferrari 400 Superamerica. The 1965 Ferrari 500 Superfast was awarded the "Spirit of Highlands Award."

The festival organizers have continually faced new challenges. In the early years, the festival was allowed to use the Bank of America parking lot which comprised a quarter of the Cars in the Park show field. Bank of America closed its Highlands branch in late 2019 and use of the space was no longer allowed. Along with reduced show field size, there has been increasing numbers of entries forcing organizers to implement an invitational process and strict

requirements for originality of the cars displayed. An application for entry can be obtained from the festival website. As the quality level of show cars has increased, so has the need for transporter parking, creating another limitation to the number of show cars.



After Covid-19 canceled the 2020 Highlands Moting Festival® which was scheduled for June, the organizing team decided to stage a smaller event designed with social distancing protocols during September when pandemic restrictions had been eased. Two days of driving tours were successfully executed. The September experiment was continued in 2021 and 2022, again with success increasing contributions to the charity partners. These fall driving events carried different branding as "Mountain Motoring" and were retired in 2023.

Every year HMF has commissioned an artist to create unique poster artwork.

In recent years local artist, architect, musician, and car collector, Knight Martorell has created posters reflecting the theme and mood of that year's festival.

HMF has become a community of very generous enthusiasts, volunteers, sponsors, car owners, area businesses and town officials who are giving back to local charitable

organizations serving the less privileged. The HMF community of enthusiasts loves Highlands and the Highlands Moting Festival®. We are delighted to host them, every year, on the second Saturday of June.





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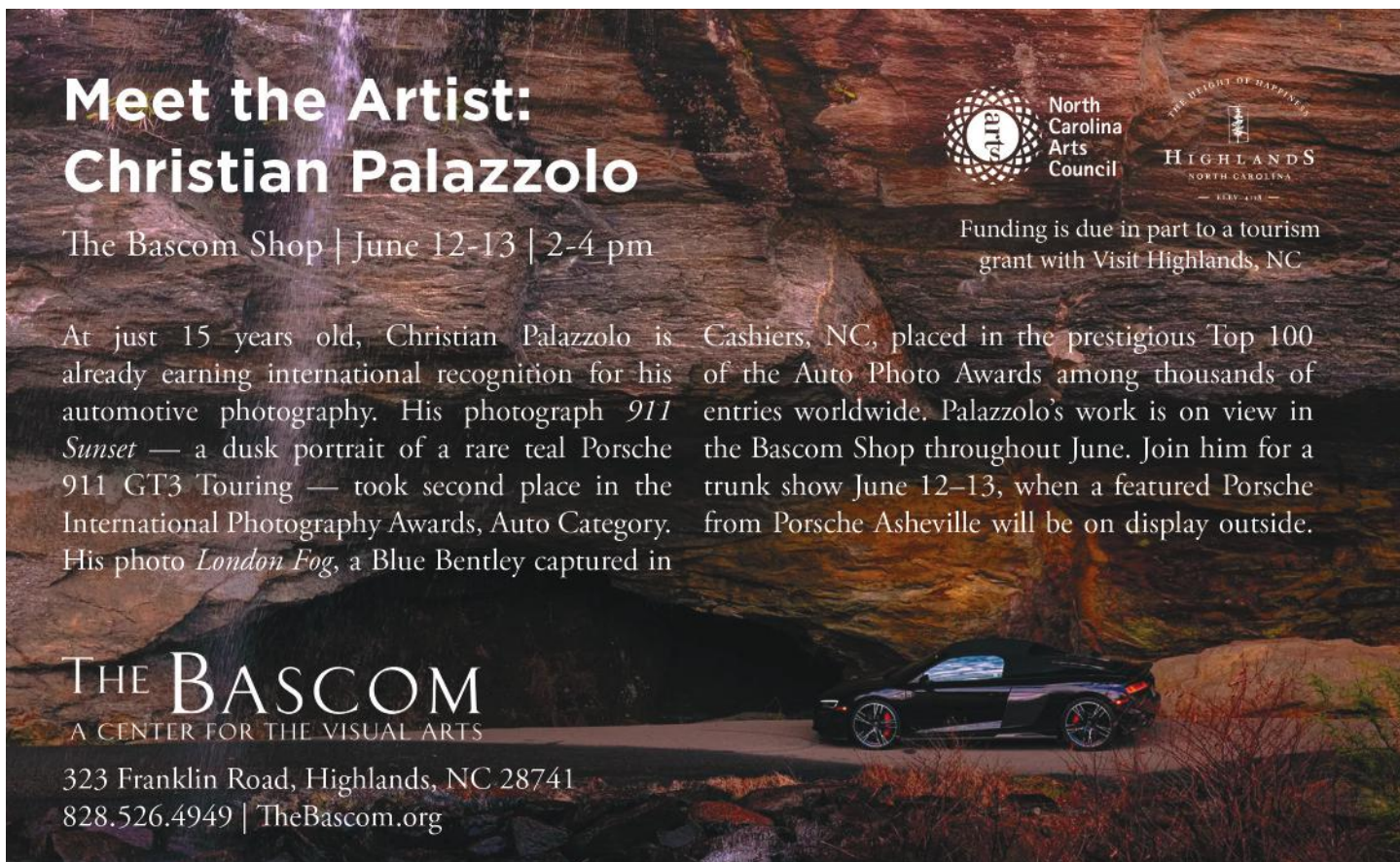
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Meet the Artist: Christian Palazzolo

The Bascom Shop | June 12-13 | 2-4 pm

At just 15 years old, Christian Palazzolo is already earning international recognition for his automotive photography. His photograph *911 Sunset* — a dusk portrait of a rare teal Porsche 911 GT3 Touring — took second place in the International Photography Awards, Auto Category. His photo *London Fog*, a Blue Bentley captured in Cashiers, NC, placed in the prestigious Top 100 of the Auto Photo Awards among thousands of entries worldwide. Palazzolo's work is on view in the Bascom Shop throughout June. Join him for a trunk show June 12-13, when a featured Porsche from Porsche Asheville will be on display outside.

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Funding is due in part to a tourism grant with Visit Highlands, NC



Thank You, Volunteers

Highlands Motoring Festival® is blessed with a wealth of volunteers of all ages. Many are automobile devotees. Some are there serving a beneficiary charity group. Some volunteers love spending an afternoon in June with enthusiasts having a great time. There are many reasons our volunteers are stepping forward. A list of over 50 volunteers has made the HMF 2026 events possible. The work of every individual is appreciated.

There are varying levels of volunteer participation. The Festival Committee consists of 30 individuals, each with particular expertise, working all year to make the four-day motoring festival possible. The committee members are often accompanied by spouses who jump in as needed. In 2026, the festival has seven events, each requiring

volunteers in its planning and execution. The bulk of the workforce requirement is on the day of the show. This is when the volunteer army we call "The Friends of the

Motoring Festival" goes to work. These are the workers from past festivals and new recruits who are organized and trained to make the show run smoothly. The 2026 partner charities are REACH, The Literacy & Learning Center, and the Community Care Clinic of Highlands and Cashiers. All these groups share a common theme of assisting the less fortunate who need help.

It's not surprising then that many of the festival's volunteers are also active in these other groups. Highlands Motoring Festival® is a community-based event. It is a conduit for volunteers and contributors to have fun while also channeling resources to those in greatest need.



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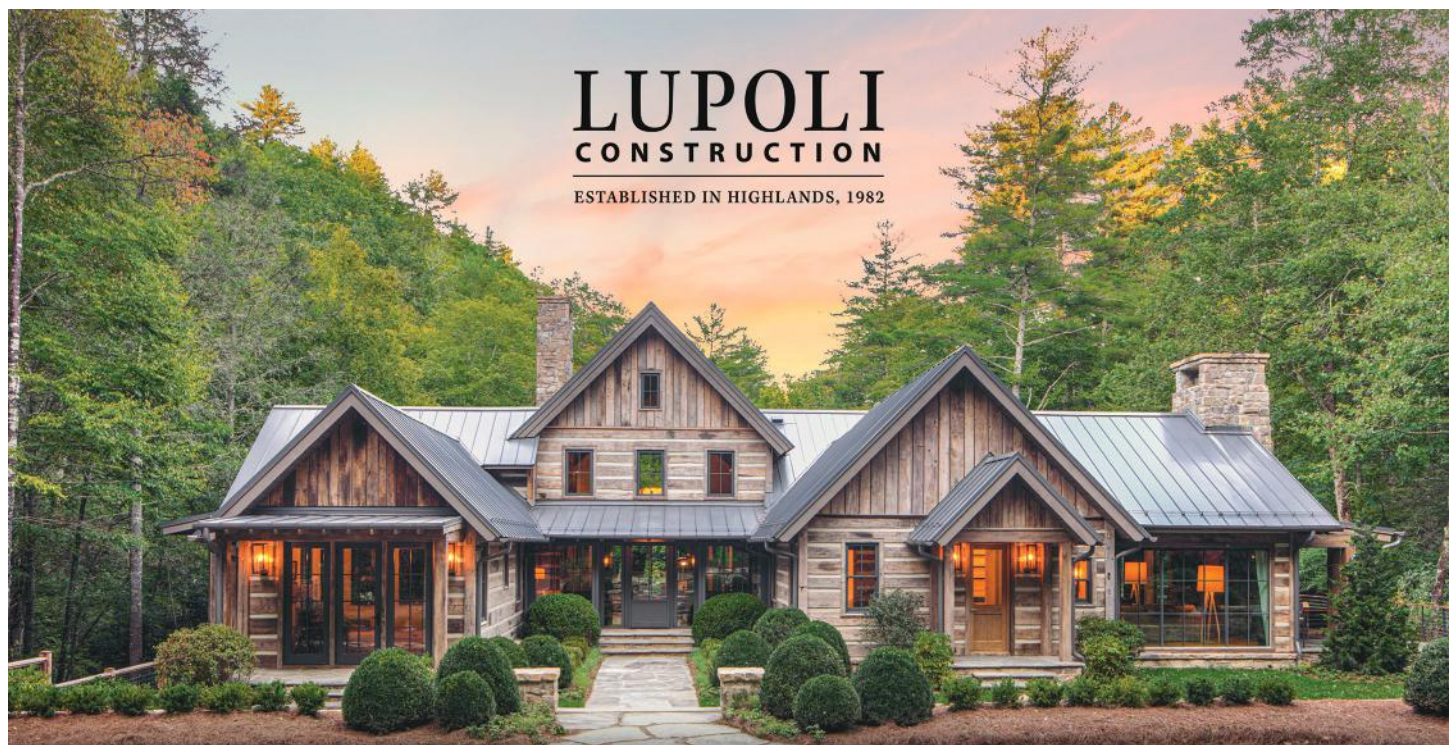


Don't forget to visit the Highlands Motoring Festival® merchandise tent on Saturday during Classics in the Park, Sunday morning during High Octane and during all One Lap registrations. Manned by volunteers, the tent features a selection of Highlands Motoring Festival logoed hats, Polo shirts, T-shirts, Denham shirts, magnets, pins and the official HMF 2026 poster. HMF has produced a poster of unique design for each year since 2008. These posters are designed by automotive artists and showcase a wide variety of cars, often highlighting the Featured Marque. Posters for most prior years are still available for purchase. The high quality "ball caps" are available in a wide variety of colors. Don't forget to purchase your copy of the popular HMF One Lap of the Mountains route books. (One Lap books are also sold year-round at our local Highland Hiker, located at 601 Main Street. 828-526-5298.) Credit cards accepted.



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Beneficiaries of the Festival



The Highlands Motoring Festival® is known as the “Festival with an Altitude,” but it is also a festival with a heart for giving back to local nonprofits in our area that provide much-needed services to the community. Over the years, HMF has given over \$750,000 to area nonprofits.

The Motoring Festival is the operational element of Highlands Motoring Foundation, a 501(c)(3) founded in 2007. Over the years, beneficiaries have included the Hudson Library, The Literacy Council of Highlands, Cashiers-Highlands Humane Society, Rotary Club of Highlands, REACH of Macon County, and many smaller local non-profits.

As the festival has grown, so has its ability to give back to the community. In 2026, HMF has selected three non-profits as beneficiaries of this year’s proceeds: REACH of Macon County, the Literacy & Learning Center, and the Community Care Clinic of Highlands and Cashiers.

REACH serves an essential need in Macon and Jackson Counties, providing resources, education, assistance, counseling, and housing to victims of

abuse. They work closely with law enforcement and other local agencies to provide emergency relief for abuse victims and their families, offering them safety, guidance, legal help, counseling, and support. In 2017, Highlands Motoring Festival® proceeds enabled REACH to make capital improvements, which reduced its operating costs and improved services provided.

The Literacy & Learning Center provides much-needed services to adults and children in Macon and Jackson Counties with their programs to advance literacy, including their after-school enrichment program, homework helpers, individual tutoring, adult literacy and GED program, and English as a Second Language classes for adults and children.

The Community Care Clinic of Highlands and Cashiers provides free primary medical care for individuals without medical insurance who meet the federal eligibility guidelines for assistance, ensuring that all in our community have access to medical care.

The Highlands Motoring Festival® gives each of these worthy organizations much-needed funding to continue their programs that offer so many vital services.



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