

MMC OPENS
COLLECTOR CAR
GALLERY



Never satisfied with the status quo, Monticello Motor Club has continued to evolve since it opened a decade ago. The list of benefits for the auto enthusiast is always growing, and now includes member garages, a new clubhouse, a karting track, and an off-road course.

Most recently, the world's premier automotive playground has added a venue for members to celebrate the automotive rarities of both the past and the present:

Introducing the Collector Car Gallery (CCG) at Monticello Motor Club.

The new 13,000-square-foot glass-and-steel structure houses a number of classic, vintage, sports, and racing collector cars from members' private collections and museums, including the Indianapolis Motor Speedway Museum.

Cars within the collection are protected by stanchions, and each features an information placard with historic facts so members can learn about each piece's story and significance in the automotive world.

The Gallery offers top-of-the-line technological features that include a climate-controlled museum bay, state-of-the-art 24-7 video surveillance and security, specialty lighting, and aggressive fire prevention systems.



PROFESSIONAL CARE

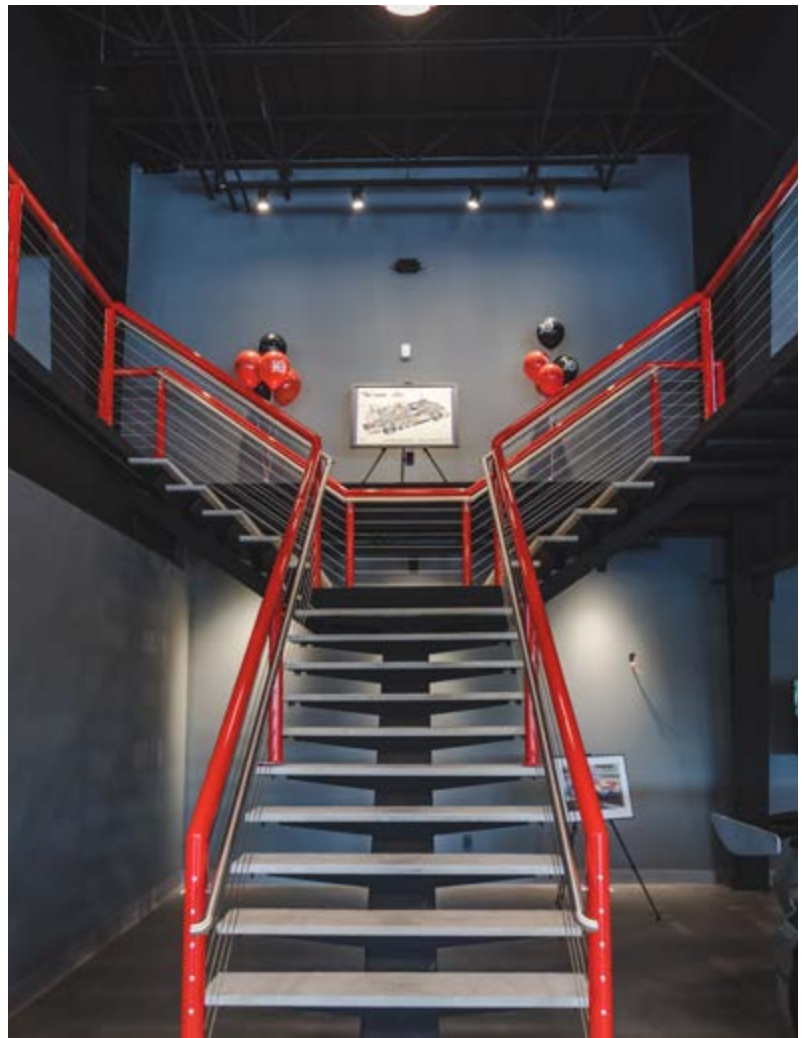
MMC partner Vintage Motor Management (VMM), provides acquisition, valuation, and collection management services to car-collecting enthusiasts, and is headquartered within CCG to ensure that each car housed at the Gallery receives the very best care.

VMM-provided services at CCG include concierge service, travel logistics and scheduling, valuation and curation of purchases, collection management services, VIP experiences at world-renowned automotive museum partners, and contractual discounts.

As an added benefit, cars featured in the collection remain accessible to owners for driving throughout the display period. At the owner's request, a VMM professional ensures that cars are prepared for removal, whether it be for a spirited lap around MMC's track or for a scenic ride through the Catskills. Upon return, cars are inspected and detailed before being parked on the display floor.

PRIME EVENT LOCATION

The Collector Car Gallery not only serves as an educational and experiential museum, but also as a world-class event space for Monticello Motor Club. Featuring double-level cantilevered decks, the Gallery offers the highest vantage point at the Club, with a nearly complete view of MMC's 4.1 miles of race-grade asphalt. The Gallery is equipped for hosting private functions, meetings, and events with full catering and entertainment for a crowd of up to 250.





Collector Car Gallery Spotlight: **1952 CUNNINGHAM C3 COUPE BY VIGNALE**

Owned by Monticello Motor Club member Joe Robillard
Managed by Vintage Motor Management (www.vintagemotormanagement.com)



Chassis No. 5206
Engine No. IND 20-1004

- ▶ The first Vignale-bodied C3; a Cunningham factory prototype
- ▶ The prototype for the only road car built by an American legend
- ▶ Used by the factory for promotional photography
- ▶ Originally delivered to Carl Kiekhaefer, of Mercury Marine fame
- ▶ Formerly owned by Tom Armstrong and Bud Lyon

May/June 2018 Highlights:

- Won **Best In Show - Sport** at the Greenwich Concours d'Elegance
- Won **Best Sports Car** class at The Elegance at Hershey
- Participated in the **New England 1000 Vintage Rally** and the **Grand Tour at the Greenwich Concours d'Elegance** (*Driven by Matt Peckham and Dave North of Vintage Motor Management*)

BACKGROUND:

Developed by Swift meatpacking heir Briggs Cunningham, the C3 was essentially a larger, hotter Ferrari but with American grunt under the hood. It was good for 0-60 mph in around seven seconds and could hit a top speed of nearly 150 mph.

According to Richard Harman's book, *Cunningham: The Passion, The Cars, The Legacy*, chassis number 5206 was the first C3 built with Vignale coachwork, which was installed following a costly initial one-off effort of being assembled entirely in West Palm Beach. Robillard's car was referred by the Cunningham factory as "the prototype," and it was originally built with numerous unique characteristics, including a unique bumper, no chrome rubbing strip beneath the doors, special Cunningham script on the nose, a chrome windshield surround, and a Chrysler Hemi V-8 with four Zenith single-barrel carburetors, and a custom Cunningham intake manifold. Cunningham used the prototype for publicity photographs, which were taken in July 1952 and widely published by the motoring press.



OTHER GEMS FROM THE CCG COLLECTION:

1972 EAGLE SUGARIPE PRUNE SPECIAL #2

Courtesy of the Indianapolis Motor Speedway Museum

- One of two 1972 Eagles bought new by Jerry O'Connell's Sugaripe Prune team
- Raced by Billy Vukovich as the #3 entry in 1972
- Converted to a short track car in 1973 and raced just twice in 1974
- Sold to Donald Mergard and raced by Bob Harkey as Mergard Racing's #42
- In 1981, became Tom Frantz' #71 entry for Bob Frey
- At retirement, boasted a total of 33 recorded races
- Drivers: Billy Vukovich, Bob Harkey, Jan Opperman, John Mahler, Larry Cannon, Larry McCoy, Bertil Roos, Roger Rager, Dick Ferguson, Herm A. Johnson, John Wood, Bob Frey, and Bill Henderson



2017 McLaren P1 GTR

- 1 of 40 ever produced
- Named in celebration of McLaren's 1995 24 Hours of Le Mans victory
- Takes corners at over 1.5 G; will accelerate from 0-60 mph in just 2.4 seconds
- Has 83 more horsepower than the road-going McLaren P1
- Rear wing measuring 3.9 inches higher than the same piece on the streetcar
- 2-inch lower suspension; 3.2-inch wider front track
- Carbon-fiber roof panel and engine cover
- Polycarbonate side windows

1985 FERRARI 288 GTO

- 1 of 272 ever produced
- The spiritual successor to the Ferrari 250 GTO, an exotic homologation of the Ferrari 308 GTB
- Developed to compete in the now-defunct Group B circuit race series
- Kevlar hood; roof made of combination of Kevlar and carbon fiber
- Only 2,555 pounds (as compared to the 3,085 pounds of the 308 GTB)
- Longitudinally positioned with a transaxle gearbox and integral locking differential



1976 PORSCHE 934 TURBO

- Only black Porsche 934 produced
- Originally purchased by Interscope Racing for the 1976 Le Mans race, but never left the factory
- Odometer shows a total of only 288 actual miles
- Original 3.2-liter turbocharged flat-six engine upgraded to produce 750 hp
- Brembo brakes and Penske racing shocks added during restoration by Canepa

1986 PORSCHE 962

- Unique violet blue Wynn's Motor Oil livery
- Owned from new by Hotchkis Racing
- Raced extensively by the Hotchkis family for decades
- Impressive race record in IMSA's Camel GTP series and vintage racing
- Tested and driven by Al Holbert and Paul Newman

