

MAR-A-LAGO • PALM BEACH

The
PALM EVENT

CELEBRATING MOTORSPORTS

DECEMBER 4-6, 2020



Jaguar XJR7
Photograph © Peter Harholdt
peterharholdt.com
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MAR-A-LAGO • PALM BEACH

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Welcome to The Palm Event 2020



It's time to celebrate greatness. And at The Palm Event, we're celebrating all the 'greats'. Great cars, great food, great wine, and great people.

It has been the single-minded goal of myself, and everyone involved in The Palm Event, to make this, our sixth annual show, our greatest ever. And while 2020 has had other ideas, we are confident the December event will be our greatest ever!

From our display of world-class sports and racing cars, our line-up of events and venues, to the gourmet food and fine wines we'll be sharing with you, we're settling for nothing less than greatness.

Add to that a great location. Last year, we returned to the magnificent grounds of Mar-a-Lago, the true jewel of Palm Beach. And this year we're back, more excited than ever to celebrate our passion for special automobiles at this world-class venue.

We have other great locations too for our events throughout The Palm Event weekend. From our Friday VIP Welcome Party on Worth Avenue at the hip Cafe Flora in Palm Beach, to our Vintage Rallye on Saturday, stopping off at such special places like the Paramount Building, Collier Car Club and the Sailfish Club of Florida.

We're also continuing to support a truly great cause. The Place of Hope is a local, non-profit organization that's dedicated to providing a safe, stable and loving environment for children and families in need. Throughout the weekend we'll be raising money for this very special charity.

Scott Shrader
President, The Palm Event

FOOD. WINE. FASHION. VINTAGE CARS.

2020



Beauty & The Cat

Back in 1986, the stunning All-American Group 44 Jaguar XJR7, together its driver Bob Tullius, were a force to be reckoned with. They'll both be starring at this year's The Palm Event.

by Howard Walker



Judge for yourself whether this is the most-beautiful, most charismatic race car ever built.

The glorious Jaguar XJR7, campaigned for Jaguar by the all-American Group 44 sportscar race team between 1986 and 1987, is nothing less than automotive art.

We're proud that this achingly-gorgeous projectile will be making a rare public appearance on the manicured lawns of Mar-a-Lago this weekend.

And not only that, this special car will be accompanied by one Bob Tullius, founder and driving force behind Group 44, who together with co-driver Chip Robinson, piloted the XJR7 to victory in the hard-fought 1986 Eastern Airlines Three Hours of Daytona race.

"People still tell me what they remember most about the XJR7 was that it was the most beautiful car ever presented to the racing community. That and the sound of its 12 cylinders at full song," explains Tullius.

"I used to tell people that while we didn't win all the races we would have liked to, we always won the beauty contest."

Designed by acclaimed Can-Am racecar designer and engineer Lee Dykstra, with the car's slippery curves coming from the drawing board of moonlighting GM designer Randy Wittine, the XJR7's air-piercing lines had evolved from those of its predecessor, the hugely-successful XJR5.

This was the car, run by Tullius' Group 44 team, that in 1984 took Jaguar back to Le Mans for the 24-hour endurance marathon after a 27-year absence, winning the GTP class the following year.

See the XJR7 in profile and you can't help but be awed by its seemingly mile-long bodywork. Dykstra had the challenge of accommodating Jaguar's huge V12 engine behind the cockpit; an engine that by 1987 was up to 7-liters, and at one stage developing a thundering 747-horsepower, and capable of pushing the Jag to speeds well over 220mph.

The profile view also highlights the gorgeous curve of the roofline, with that raked-back windshield flowing oh-so elegantly into that long tail, crowned by that towering rear wing.

continued on page 4 >>>



And arguably, no racecar of this era had such a spectacular color scheme: Stark, refrigerator-white paint with those trademark stripes of British racing green and eye-popping lime green to reflect sponsorship from the team's long-time backer, Quaker State motor oil.

“PEOPLE STILL TELL ME WHAT THEY REMEMBER MOST ABOUT THE XJR7 WAS THAT IT WAS THE MOST BEAUTIFUL CAR EVER PRESENTED TO THE RACING COMMUNITY. THAT AND THE SOUND OF ITS 12 CYLINDERS AT FULL SONG”

As with pretty much every Group 44 race car since Team Group 44 was formed back in 1965, the XJR7 was immaculately presented, flawless in detail, and pretty much devoid of random sponsorship stickers.

“We were fortunate. With Jaguar pretty much footing the entire bill, we didn't need the usual sponsor stickers. We could keep everything clean,” explains Tullius.

Presentation was everything to Bob Tullius; even the transporters ferrying the cars to the track had identical color schemes, and the same, near-obsessive attention to detail. Same with Tullius' beloved Beechcraft King Air, that he used to fly to the races.

The beauty of the XJR7 can also be seen beneath the car. Dykstra was a master of aerodynamics and so-called 'ground effects'. Here, venturi tunnels under the body

lower air pressure, literally sucking the car to the track at high speed.

To reduce weight and increase stiffness, the body was constructed of carbon fiber and Kevlar composite, and tipped the scales at a mere 1,989 pounds dry. The car's immense strength was also down to an aluminum honeycomb floor and an I-beam-stiff billet aluminum bulkhead that the big V12 was bolted to so as to act as a stressed element of the chassis.

Two XJR7s competed in the 1986 IMSA GTP championship, with a driver line-up that included the likes of endurance racing legends, Brian Redman and Hurley Heywood.

The car on the Mar-a-Lago lawns is the car Tullius drove in the '86 season with Chip Robinson, battling the might of Porsche's turbocharged 962 monsters, yet still able to finish second in the Portland and Mid-Ohio races, sixth in that year's Rolex Daytona 24-hour race, and take the checkered flag in that Three Hours of Daytona.

Daytona would be Tullius' last race - he was 56 at the time - and a fitting climax to remarkable career.

While his XJR7 would retire too, and become a part of the team owner's personal Group 44 racecar collection, a second XJR7 would compete in the 1987 season with drivers Hurley Heywood and John Morton.

Despite the growing dominance of the Porsches, the Jag still had sharp claws, taking a first at Riverside and another at West Palm Beach, where Heywood made a brilliant late-race pass with two minutes to go, held on and won by just two seconds.

The '87 season was also the last for the remarkable XJR7. Jaguar had decided that it was time to field its own team out of the UK, managed by gruff Scotsman Tom Walkinshaw, with the target of winning Le Mans.

So what was the XJR7 like to drive?

“From a driver's perspective, the car was a delight to race”, says Tullius who celebrates his 90th birthday later this year. “Which does not necessarily mean it was easy. Driving any race car at upwards of 220mph is never easy. But the car handled better than any, stopped better than most, and had enormous low-end torque.”

Tullius is less complimentary about the car from behind the wheel: “It got so hot in there. And it was noisy. Uncomfortable too. If I had

been in my right mind I probably would never have gotten behind the wheel. But it was fast, and that was all that mattered.”

How fast? Tullius says that around the Daytona banking it would hit 217mph. And over 185mph along the back straight at Road Atlanta.

After the car's appearance at The Palm Event, Tullius has plans to loan the car to the museum at the Motorsports Hall of Fame of America in Daytona Beach, where he was inducted in 2018.

“It would be good for a few more people to see the car. Right now it sits in my hangar, coming out once a year to get the engine running. Yes, it is beautiful.

“When we were racing it, I didn't care about design. The mechanical parts were much more important. But I do think it is the most beautiful racecar I've ever seen. And second only to my old P-51 Mustang in terms of beautiful things that have been created by man.”

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the palm event weekend venues



worth avenue v.i.p. welcome party

Friday, December 4
Cafe Flora, Worth Avenue
6 P.M. – 9 P.M.

Slip on your best Palm Beach couture for one of the hottest parties of the season. The uber-elegant Via Amore on Worth Avenue with its to-die-for shopping, is the venue for this year's The Palm Event Welcome Party. Sip on fine wines and cocktails while enjoying handcrafted hors d'oeuvres created by one of Palm Beach's top chefs at Cafe Flora. Pick out your next outfit at our runway fashion show, or bid in our Silent Auction with 100 per cent of the proceeds going to Place of Hope.

- CAFE FLORA IS LOCATED AT 240 WORTH AVE, PALM BEACH, FL 33480
- TICKETS \$150 PER PERSON LIMITED TO 125 TICKETS
Reduced Capacity due to Covid-19



the palm event vintage rallye/tour

Saturday, December 5
Collier Car Club Start
9 A.M. – 4 P.M.

Join us for a magical drive through 'The Island' that's Palm Beach. Breakfast will be at the newly built Collier Car Club. From there we take a scenic oceanside drive to visit the Paramount Building, then off to lunch at the Sailfish Club of Florida, Palm Beach's oldest private club. We follow that up with a drive to a private collection followed by a private champagne toast at Provident Jewelry.

- BEGINS AT 9 A.M.
- ENTRY FEE IS \$275 PER CAR, LIMITED TO 30 CARS
- INCLUDES BREAKFAST, LUNCH, AND CHAMPAGNE TOAST



the palm event at mar-a-lago

Sunday, December 6
The Mar-a-Lago Club
10 A.M. – 3 P.M.

Last year's return of The Palm Event to the manicured grounds of the exclusive Mar-a-Lago Club in Palm Beach, was an overwhelming success. So we're back! On display will be approximately 100 cars from the '20s to modern times. This year we're celebrating all things luxury with exclusive wine tastings from the French Wine Merchant, a spectacular poolside runway fashion event showcasing Marina St Barth.

- THE MAR-A-LAGO CLUB IS AT 1100 SOUTH OCEAN BLVD.
- TICKETS \$350 PER PERSON
- TICKETS MUST BE PURCHASED IN ADVANCE. **Note: the name on the ticket must match the name on your government-issued ID.**



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Magical Mar-a-Lago

10 things you probably never knew about the fabulous Winter White House.

by Howard Walker



Love Trivial Pursuit? We're here to help sharpen your knowledge about Mar-a-Lago, President Trump's spectacular waterfront Palm Beach resort and club, that provides the stunning backdrop to this year's The Palm Event.

10 The estate is set in 20 acres overlooking the Atlantic to the east and Lake Worth and the Intracoastal to the West. Hence the name Mar-a-Lago, which means Sea-to-Lake in Spanish.

9 The estate was built for the General Foods heiress Marjorie Merriweather Post and completed in 1927. She lived there until her death in 1973, at age 86.

8 The main house with its prominent 75-foot-high tower, was designed by acclaimed architect Marion Sims Wyeth, who also created Shangri La, the Doris Duke estate in Honolulu.

7 Even by Palm Beach standards, Mar-a-Lago was spectacular in its size. It originally had 58 bedrooms, 33 bathrooms, 35 dining rooms, and an 1,800 square-foot living room with 42-foot ceilings. In total, it covered 110,000-square feet in size.

6 It's estimated that Mrs Post spent \$7 million to build and decorate the palatial home. That's around \$90 million today.

5 Following her death, the Post family donated Mar-a-Lago to the federal government in the hope of it becoming a Winter White House. In 1981, the estate was quietly returned to the family due to the soaring maintenance costs.

4 The estate was listed in 1982 for a reported \$25 million. After vacationing in Palm Beach, the then Mr. Trump fell in love with the property and reportedly offered \$15 million. As other offers fell away, in 1985 he was able to buy the house and furnishings for just \$8 million.

3 Mr. Trump used Mar-a-Lago as a private residence until 1995 when it was established as the members-only Mar-a-Lago Club.

Costly renovations added a huge 20,000-square-foot ballroom that was completed in 2005.

2 The site on which Mar-a-Lago sits is now considered the most valuable parcel of land anywhere in Florida.

1 Back in 2015, the very first The Palm Event was held on Mar-a-Lago's manicured lawns.



The American Supercar

A true Stealth-fighter for the road, Mark Butters' 1991 Vector W8 Twin-Turbo serves-up an ace every time he drives it.

by Howard Walker

Rewind to 1991. Tennis ace Andre Agassi was on a fast-track to the top of his game. And enjoying the riches. There was the big mansion in Vegas, the big-haired girlfriend, and a big ticket, \$450,000, stealth-black, twin-turbo Vector W8 supercar in his driveway.

The story goes that Agassi was so desperate to have his new, scissor-doored, 625-horsepower Vector to show-off at his 21st birthday party, he pressed Vector's owner Gerry Wiegart to deliver the car, even though it wasn't 100 per cent finished.

Despite Wiegart reportedly telling the young tennis star he should, under no circumstances drive it, after the party Agassi jumped in the car with his brother Philip, and headed to the desert.

As you might predict, things didn't go well. After the drive, the dynamic duo returned home with pungent odors wafting-up from the rear. Seems the searing heat of the twin-turbo V8 had flambe'd the trunk carpet. Brother Philip told an inquisitive journalist that the car was "basically a death trap". Andre demanded back his money, and got it.

So where is that celebrity-owned Vector W8 now?

It's the prized possession of Boca Raton-based commercial construction exec Mark Butters, who will be showcasing the car at this year's The Palm Event.

"It's arguably the world's first supercar. And I dreamed of having one since I was a kid," says Mark. "Back in 1991 it was simply outrageous in its design, technology and performance. This was a car that could do 0-to-60 in under four seconds. That was two seconds faster than a Ferrari Testarossa.

"At that time in the late '80s, I had a Corvette with 225 horsepower. And this came along with 625-hp and claims of a top speed of 242 mph."

"IT'S ARGUABLY THE WORLD'S FIRST SUPERCAR. AND I DREAMED OF HAVING ONE SINCE I WAS A KID," SAYS MARK.

The story of Vector is the stuff of legend. Founded in Southern California by industry veteran and all-out showman Gerry Wiegart, the company's mission was to build a no-compromise American supercar to take on the likes of Lamborghini, Porsche and Ferrari.

Wiegart, an alumni of the Center for Creative Studies in Detroit, designed the Stealth-fighter lines of the hip-high projectile himself. He specified the most advanced technologies and aerospace-grade materials.

That meant a body incorporating carbon fiber, Kevlar and fiberglass, and a floorpan made of honeycomb aluminum.

He called on California drag racing engine builder John Rodeck to build a custom aluminum 6.0-liter block and Shaver Specialties to assemble the engines with forged pistons, a forged crank, Carillo stainless rods and a pair of Garrett AiResearch turbos.

It dynoed at 625 horsepower on pump gas, though by twisting a boost knob on the dash, you could up it to 730-hp. The fun part for the driver was seeing the turbos glowing red in the rearview.

"When the car debuted it was on the cover of every magazine – Road & Track, Car and Driver, Autoweek, you name it. It was a sensation," says Mark.

Alas, financial problems eventually drove the nail into the Vector coffin. Between 1990 and 1993, just 19 W8s were built.

Butters had long been searching for a W8 when, back in 2005, he saw an ad on eBay, of all places for the black, for the ex-Agassi car. It was being sold by a former player with the L.A. Clippers basketball team living in Texas.

"It was such a thrill to get the car. Initially I would take it out and drive; it has amazing, almost brutal performance. These days however, with prices going up and parts getting harder to find, I don't drive it so much. I'm just happy to have it in my collection."

That collection these days includes a stunning lime-green Lamborghini Miura, a metallic red Saleen S7, a Ford GT, Porsche Carrera GT and a Dodge Viper.

"The Vector is without doubt one of my favorites. That styling is beyond stunning, and will, to me, never look out of date. I can't imagine me ever selling it," adds Mark.

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While there's no shortage of skincare products on the market, Stråla One stands out for its ability to effectively deliver high caliber anti-aging results through a single, all-in-one product.

According to now Palm Beach-based Winter, Stråla One can replace a typical, and expensive, multi-product anti-aging skincare regimen for the face and décolleté that requires just a simple 90-second morning and evening application.

As she describes the premier ingredients in Stråla One, the cream begins to sound like a rejuvenating powerhouse smoothie for the skin. The cream contains the vitamin-C rich Swedish cloudberry, caviar, apple stem cells, pearl powder, retinol, hyaluronic acid, and a variety of other hand-picked ingredients, all combined with Aktiv-8 Cellulär Komplex.

When Stråla Founder Nicole Winter enters a room, she radiates confidence and beauty that are age defying.

Now, this former med school student and Swedish TV star turned entrepreneur is sharing that light and timeless quality with consumers via her new anti-aging skincare product, Stråla One: Swedish Rapid Rejuvenation Luxury Cream. After all, "Stråla" when translated from Swedish means "radiate."

"While growing up in Sweden, I had the highest gratitude for the short-lived, but radiating sunlight each winter. My curiosity about the elements and natural beauty of my surroundings had me constantly exploring," explains Winter.

"Years later as a medical student in Sweden, I learned the efficacy and significance of combining natural ingredients and scientific compounds to create something much more significant than either on its own – a philosophy that I believe in and still hold close to my heart."

Stråla combines generations of Swedish natural beauty secrets with rare Nordic botanicals from the depths of Northern Sweden along with today's leading chemistry-backed insights to visibly rejuvenate and renew aging skin.

"I fought the 'age-battle' in Hollywood for years before taking matters into my own hands to create an effective alternative to ineffective, tedious skincare routines and invasive, even harmful, procedures," says Winter.

After six years of research she finally achieved that goal with the discovery of Stråla's proprietary Aktiv-8 Cellulär Komplex, which amplifies the skin's natural ability to fortify and restructure for a youthful appearance. It is the foundation of the Stråla One formulation.

"Together, our synergistic combination of ingredients can help speed-up the skin rejuvenation cycle, encourage skin elasticity and firmness, and help diminish the appearance of fine lines and wrinkles," Winter notes.

Now, it's your turn to radiate ageless beauty.



For more information, visit www.StralaSkincare.com



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HIGHLIGHTS OF THE PALM EVENT 2019

Stunning cars, great food, the finest wines. And lots of amazing people having fun. That's what The Palm Event is all about. Here are just some of the highlights from last year's show at Mar-a-Lago.



HIGHLIGHTS OF THE PALM EVENT 2019



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The Palm Event will raise money for charities and initiatives benefiting Place of Hope, the largest faith-based family-style, state-licensed children's organization in the region.

A SELECTION OF OUR FEATURED CARS*



MAKE	MODEL	YEAR	COLOR	OWNER
Porsche	356c Cabriolet	1965	Irish Green	Pam & Howard Behar
Chrysler	300 Boano Coupe Special	1956		Steve Bruno
Lamborghini	Diablo Roadster	1998	Black	Joe Rodriguez
Cunningham	C-3 Convertible	1953	Blue/Silver	Elliott Museum
TVR	420 SEAC	1988	Thistle Green	Tony Blevins
Porsche	918 Spyder	2015	Chrome Blue	Louis Navellier
Aston Martin	Vanquish	2014	Flugplatz Blue	Mitchell Josephs
Vector	W8	1991	Black	Mark Butters
Jaguar Race Car	XJR7	1986	White / British Racing Green	Bob Tulus
Ferrari	250GT	1959	Teal	The Jacobs Collection
Desoto	Aventurer	1957		Larry Kopp
Bentley	Sports Saloon	1935		Larry Kopp
Detomaso	Pantera	1974	Blue	Michael Arias
Lamborghini	Countach LP400S	1981	Verde Metallizzato	Robert Bishop
Porsche	911S Brumos	1973	Silver	Richard Lincoln
Dino	246 GTS	1973	Yellow	John Vaglica
Ferrari	16M Scuderia Spider	2009	Red	Dr. John Mancuso
Ferrari	308 GTS	1978	Red / Black	Nicholas Vorhees
Lancia	Fulvia Zagato	1972	Blue	Nick Cervera

MAKE	MODEL	YEAR	COLOR	OWNER
Jaguar	XK140	1955	White	Nick Cervera
Chevrolet	Caprice Convertible	1975	Medium Metallic Blue	Warren Aplin
Rolls-Royce	20/25 Gurney Nautting	1935		Colin Gilbert
Rolls Royce	Conrich V	2000	Peacock Blue	Kevin Newman
Ferrari	348 Spider	1994	Red	Scott Shrader
Cadillac	Eldorado Seville	1956	Red / Black	Andre Heiligers
Chevrolet	Corvette Bubble top	1954	Custom Green Pearl	George & Adele Haddad
Chevrolet	Bel Air	1957	Copper	Robert O'Connor
Porsche	959	1984	Red	Barry Skolnick
Ferrari	308 GTS	1984	Red	Ken & Gloria Nemet
Ferrari	Pista Spider	2020	Rosso Fuoco	David Goldfinger
Pontiac	Firebird 400HO convertible	1968	Aegena Blue	Brian Styles
Stutz	Bearcat (1968 Neiman Marcus)	1914	Yellow	Jonathan Frank
Alfa Romeo	Montreal	1973	Orange Metallic	Nicholas Apostol
Delahaye	135 MS Torpedo Grand Sport	1938	Red	Jeffrey & Francis Fisher

*Featured cars Subject to change

HIGHLIGHTS OF THE PALM EVENT 2019



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