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CONCOURS at SERRANO

October 4
2009



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JULY 18, 2010



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Welcome

Thank you for joining us for the sixth annual Niello Concours at Serrano. This year we proudly celebrate all things Italian during Festa d'Italia. We hope to bring a little taste of Italy to Serrano today.

We are so honored to have Nikki Rivieccio as our 2009 Niello Concours at Serrano Grand Marshal. Nikki personifies all that is wonderful about the Italian culture, and has such a passion for motorcars. It was Nikki who originally came up with the Concours Raduno concept which has become such an integral part of the summer leading up to Concours day. Thank you Nikki, for being with us here today, your passion is contagious!

There are no words that can describe the gratitude for the sponsorship of this event by the Niello Company. Every year we are astounded by the level of involvement they bring to the table, above and beyond any contract we may have signed. It is our goal to uphold this company's high standards with this Concours. We are especially grateful for our friendship with Rick Niello and

Every year we try and select our photo for this program based on a connection to the theme or marque we are celebrating. We have never been to Italy, but we will go some day... This 1985 photograph is the closest we could get: Italian motorcar popular colored clothing, we were spending the day on a Riva, an Italian motor boat.



NIELLO
CONCOURS at SERRANO

Save The Date
Sunday, October 3, 2010

FROM BRIAN & MICHELE MOORE

his enthusiasm for this event which pushes us to achieve greater things for this Concours year after year.

Also important to this event's success is its fabulous backdrop provided by Bill Parker and his Parker Development Company, developers of Serrano.

A fete of this scope requires many long hours, put in by many people who we cannot thank enough. From the participation of the SCCA, who provide us with knowledgeable judges, keeping to the standards of a true Concours d'Elegance, to the hard work and wise advice of our Board Members, to the writers and photographers whose work shines in this event program, we thank you one and all. We especially want to thank Spike Helmick who has helped us in so many ways, we call him "Moses" as he has parted a few Red Seas for us.

A special thank you goes out to the Solid Rock Faith Center who provide us with many volunteers; in turn we proudly support their

Lords Gym Outreach Sports Center. They always have seem to have a smile on their face while hard at work.

To everyone who supports this event, from the spectators to our generous sponsors, and especially the motorcar owners for taking the time to attend, we extend our most heartfelt gratitude.

Most importantly, we thank God for the strength He gives us and the miracles He performs for this event each year. Sometimes when a puzzle piece for the event slips into place we just look at each other and smile, knowing how it divinely happened.

Please accept our official invitation to join us on July 18, 2010 for the second annual Presidio of San Francisco Concours d'Elegance. We are excited to have another opportunity to bring you an exceptional automotive weekend of Concours excellence.

BRIAN & MICHELE MOORE
Event Chairs



Today during the Niello Concours at Serrano, The Concours Foundation comes together with other enthusiasts to enjoy some of the finest automobiles in their class.

In our first year of formation, the Concours Foundation has expanded our Board of Directors, clarified our mission, instituted the Life Time Membership program, and continues to develop partnerships within our community.

With the support of the Niello Concours at Serrano, the Concours Foundation works to provide automotive education and safety programs to teenage drivers in our community.

This year's Foundation event, the Finale del Concours Raduno, was held Friday, October 2nd. As a result of the generous support of our Sponsors and the public who attended our Finale, The Concours Foundation has raised funds to support the CHP's teenage driver educational "Every 15 Minutes" program. This program is presented at local area high schools, and is the re-enactment of an accident scene that occurs from driving under the influence of alcohol or other substances along with the resulting consequences of the choice made to drink and drive. The program actively involves the entire student body, parents, emergency responders and community members.

We are proud to announce that for the second year, Grebitus & Sons is sponsoring the Finale del Concours Raduno award that will be presented this afternoon during the Niello Concours at Serrano. This award was selected by the votes of attendees at the Finale event, as they enjoyed the display of some of the best entries from today's Concours.

The Concours Foundation would like to take this opportunity to thank our Concours hosts, Brian and Michele Moore for their commitment to us as we work together to help educate our youth on safe and sober driving habits. If we save one life, it has been worth our hard work. If you would like to learn more about the Foundation and ways you can get involved, please visit our website at www.TheConcoursFoundation.com or stop our booth where we will be during today's Concours.



NIELLO

CONCOURS at SERRANO

OCTOBER 2009

- 
- 
- 6 WELCOME FROM BRIAN & MICHELE MOORE
 - 7 THE CONCOURS FOUNDATION
 - 13 A WELCOME FROM RICK NIELLO
 - 13 GRAND MARSHAL NICKI RIVIECCIO
 - 14 SCHEDULED ON THE GREEN
 - 16 2009 SPONSORS
 - 18 AWARDS
 - 20 WHY ITALY
 - 24 HONORARY JUDGES
 - 26 A PASSION FOR MOTORSPORTS - THE ITALIAN RACING HERITAGE
 - 30 FERRARI
 - 32 ADVISORY BOARD
 - 34 THE STORY OF MASERATI
 - 38 LAMBORGHINI BORN OF TRACTORS
 - 42 WAITING FOR ALFA
 - 44 SCCA
 - 46 RACING THE ITALIAN MARQUES IN SACRAMENTO
 - 48 ME GUSTA MANGUSTA
 - 52 VENDORS ON THE GREEN
 - 56 CLASS AND EXHIBITOR LIST
 - 65 BEST OF SHOW 2008
 - 66 SPECIALTY AWARDS 2008
 - 68 CLASS AWARDS 2008
 - 71 KEEPING PACE WITH A SURVIVOR
 - 72 EVOLUTION OF THE CONCOURS D'ELEGANCE
 - 76 THE BEGINNINGS OF THE ITALIAN MARQUES

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A Welcome FROM RICK NIELLO

It is my pleasure to welcome you to the 6th annual Niello Concours at Serrano. As you stroll the grounds today, you will see over 180 of the most magnificent historic and modern automobiles around. You will also be introduced the newest vehicles entering the luxury market. The Niello Company is proud to be the presenting sponsor of this incredible Northern California Concours.

The Niello Company has an affinity for the Italian products and celebrates this year's theme, Festa D'Italia, with a fine display of the world's most exotic vehicles including the all new 2010 Ferrari California, among many others. On the green you will find an array of Italian automobiles including Maserati, Lancia, Fiat, Lamborghini, Alfa Romeo and Pantera.

2010 marks the release of many new vehicles to the marketplace. Today The Niello Company is proud to showcase the 2010 Porsche Panamera which made its North American debut recently at Pebble Beach. We invite you to experience the Panamera today before it hits the showrooms.

I would like to take this opportunity to recognize my father, Richard Niello, Sr., the founder of The Niello Company. Our family has been in the automotive business since 1921 and specific to the Sacramento area for over 54 years. We have grown to encompass eleven franchises, with locations in Sacramento, Elk Grove, Rocklin and Concord. The Niello Company is committed to providing distinctive automobile products and exceptional service. We have been here for over 85 years and are proud to say we will be here for you in the future.

As always, I would like to thank Brian and Michele Moore of Premiere Concours Promotions for this wonderful event. We trust you will enjoy this beautiful day, the gorgeous setting, and the world-class vehicles on display.

Best regards,

Rick Niello
President, The Niello Company



Grand Marshal ~ NICKI RIVIECCIO



This year's Grand Marshal, Nicola Rivieccio, is a native born Italian from Torre del Greco, just outside Naples in the Campania region and has made the Sacramento area his home since 1976. He is truly an automotive aficionado with a genetic soft spot for the Italian classics.

Driving fast in classic Italian nameplates around his hometown started around age twelve for Nicki and over the years he has had the joy of owning Maseratis, Lancias and Alfa Romeos. He should have been born a race car driver, but he does get his fix by watching Formula One racing as often as he can.

The other passion in his life is an appreciation of good food and sharing that with others. He was the co-creator of Masque restaurant in El Dorado Hills, singled out as one of the Best New Restaurants in the country by Esquire Magazine in 2004. He is currently using his talents as President of Pane Quotidano in Berkeley and Operations Manager at Hot Italian in Sacramento.

FABULOUS MOTORCARS ON THE GREEN AT FESTA D'ITALIA

- All of the Italian marques will be represented...Alfa Romeo, Ferrari, Fiat, Lamborghini, Lancia, Maserati, Pantera. Enjoy!
- From Niello Porsche see the all-new Panamera Gran Turismo which was unveiled to the North American public for the first time this past August at the Pebble Beach Concours d'Elegance. This exclusive opportunity allows you to experience the all-new Panamera before it hits the showroom floors!
- Award winning 1953 SIATA 208s, one of thirty-seven built
- Awesome Ferrari's...The Enzo and the F-40 along with models from the 1960's to the 2010 California Spider from Maserati of Sacramento
- A 1941 Chrysler Newport LeBaron Phaeton Indianapolis Pace car, this is one of five in the world, just having scored 99.5 out of 100 points at Pebble Beach this year
- All three of the Trans-Am racing team cars...
The Penske Sunoco Camaro
The Challenger
AMX Javelin
- The 1964 Double A Dragster; The Don Tognotti Bushwacker
- More than one hundred eighty Classics, Exotics and Vintage Race Cars competing in twenty-one classes
- The 2009 SCCA Championship Award for the Motorcar of the Year will be announced
- Drive a Maserati! Upon arrival to the Concours visit Maserati of Sacramento and reserve your spot to drive a new Maserati. Limited Reservations so hurry!
- A 1917 REO Funeral Coach with ornate hand carved woodwork
- A very rare 1980 BMW M-1 which was once owned by recording artist Christopher Cross
- The 1956 Nash-Rambler Palm Beach. A one-of-a-kind Italian dream-car made for American Motors/Nash
- Classic motorcars on display from the 1930's and 1940's will range from the marques of Packard, Chrysler, Delage, Bentley and many other majestic motorcars
- Spectacular muscle and sports cars from the 60's and 70's

SUPPORT A WORTHY CAUSE BUY A RAFFLE TICKET... LIVE THE DREAM

Your weekend begins when you arrive at Maserati of Sacramento's showroom Saturday morning at 10:00 a.m. You will then drive to Napa in a new Maserati on a pre-navigated route which will take you through awe inspiring views and roads that exercise the Maserati. Stop anytime along the way as you progress to your final destination, Meadowood Resort where you will spend the night. Return 10:00 a.m. on Sunday morning. You will never forget this experience! Compliments - Maserati of Sacramento. All proceeds benefit the Concours Foundation.

Ever wish you could drive to a race track and then be in a 1 million dollar car? Now you can, purchase tickets from Maserati of Sacramento to drive a new Maserati to Infineon Raceway, spend the day with the team and then drive on track as a passenger in a Ferrari Enzo. This once in a lifetime opportunity can come true by purchasing raffle tickets with proceeds benefiting the Bronte Epilepsy Foundation.

ITALIAN ENTERTAINMENT

Tony Damiani – Strolling Mandolin
Jose Bonilla – Acoustic Guitar
Igor of di Casa Nostra Records – Italian Rap Artist

FASHION EVENT

Please join us at high-noon as we present a high-energy fashion show featuring exotic cars and fabulous clothing. Fashions from Felicia Strati in Midtown Sacramento will be featured.

CIGAR & COGNAC LOUNGE

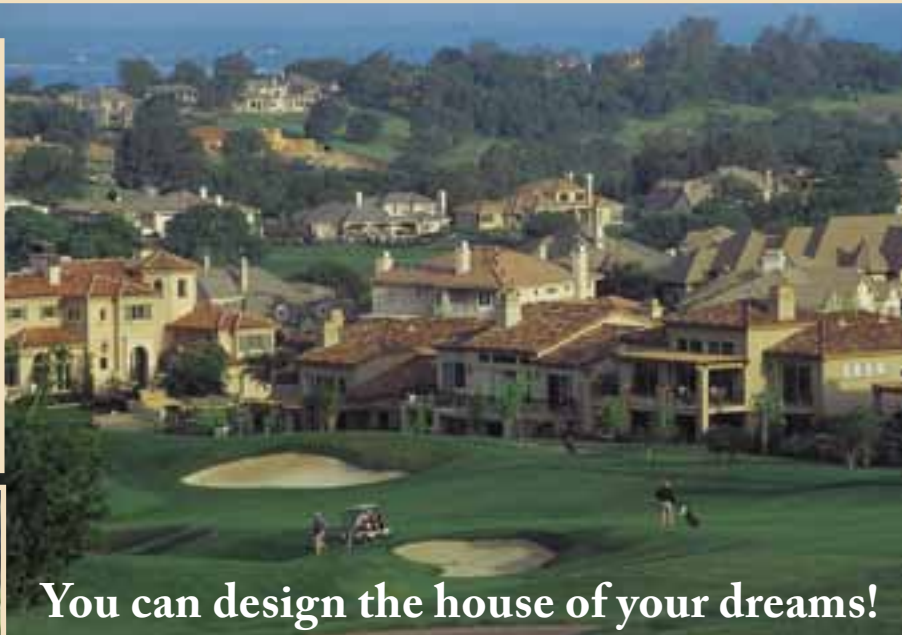
Amongst the fabulous motorcars at the Niello Concours at Serrano will be a retreat for those who enjoy the finer things in life. Hennessy will provide a Cigar and Cognac Lounge with all the accoutrements one would need to truly experience grand living. Hennessy will be offering you XO cocktails while you relax in overstuffed lounge chairs enjoying a fine cigar from Briar Patch Smokeshop.

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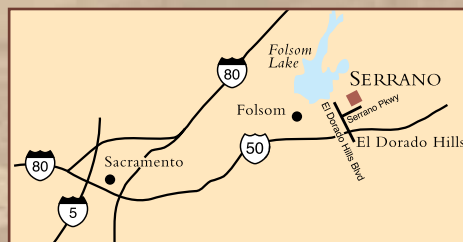
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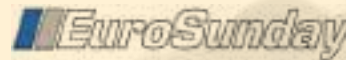
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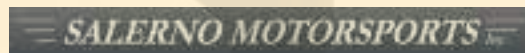
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The art of riding shotgun



Driving: Rick Niello, President and CEO; Passenger seat: Martin Camsey, Chief Financial Officer; Backseat: Randy Reynoso, Wells Fargo Business Banking Division Manager

Wells Fargo and The Niello Company. Working together for the long haul.

Rick Niello doesn't operate well in neutral. The man's wheels are always turning, which explains why the Niello Company's family of quality dealerships has flourished. Today, the company is made up of more than 600 employees at more than ten dealerships across northern California. And while Rick's drive is the main factor behind the company's growth, he's also quick to give credit to his friend and finance-minded co-pilot, Randy Reynoso.

"Randy transcends banking relationships," said Rick. "He's a bright guy with people skills and a gift for banking. He's always there for us with answers to all of our lending needs," said Rick of his friend and banker of more than 20 years. Those lending solutions provided by Wells Fargo have entailed capital loans that have contributed to the Niello Company building six new buildings in the past 10 years.

When it comes to business banking, talk to Randy and the business banking team at Wells Fargo. They're experts at helping companies like yours find the fast lane to success.

Together we'll go far



THE NIELLO CONCOURS AT SERRANO
BEST OF SHOW AWARD

CLASS AWARDS

THE CHAIRMAN'S AWARD

THE GRAND MARSHAL AWARD

THE HONORARY JUDGES AWARD

THE MOST ELEGANT MOTORCAR

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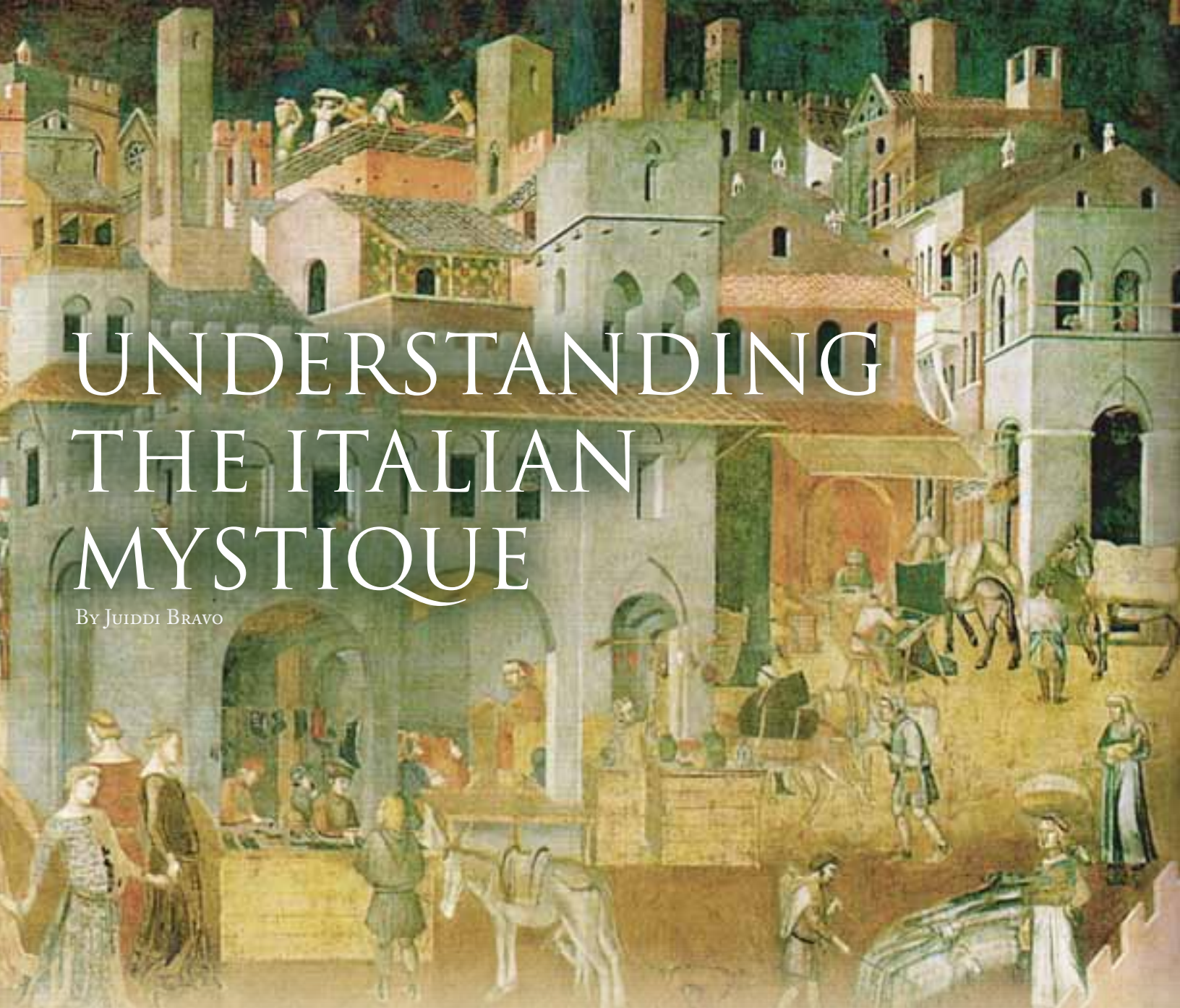
Why Italy?

Possessing a passion for motor vehicles is not an uncommon human condition. Admittedly, it was one in greater abundance during the twentieth century when creativity in automotive design ran rampant in the western world. Both in the past and in the present, nowhere is the passion for vehicles that can go very fast and, yet, are very beautiful more prevalent than in Italy. “Why Italy?” ask the nouveau auto enthusiasts when realizing how many exciting marques have originated in the “boot country” during the last hundred years. Interesting also is that these gorgeous vehicles come with lyrical names that seem to replicate their throaty engine sounds (Fer-r-r-ra-ri, Maser-r-r-ra-ti, Lam-bor-gin-n-n-ni).

For this writer, the answer to the question posed by auto

enthusiasts is akin to the one offered for “why was Italy the cradle for the Renaissance?” The thirteenth century was a time of peace in Italy in which commerce, industry and agriculture flourished as never before, paving the way for the Renaissance to happen. The country was the origin of the titanic movement in Europe during the fourteenth & fifteenth centuries that restored to light the arts as well as the sciences and mathematics that were displaced during those dark, long Middle Ages.

Galileo Galilei, the famous Florentine, who Stephan Hawking says was responsible for the birth of modern science, could have explained Italy’s phenomenal contributions to the Renaissance movement easily. The scholar, who invented the fields of both experimental



UNDERSTANDING THE ITALIAN MYSTIQUE

BY JUDDI BRAVO

physics and astronomy, would probably state that the stars in the heavens were in the proper position for such successes. Galileo realized that Italy was able to offer conditions where seeking knowledge could flourish due to its being blessed with a climate, a terrain and a locale where survival could come easily. Italian energy was not depleted by procuring enough to eat and in making sufficient shelter in this veritable Garden of Eden where fawns leapt over grapevines. Instead of scratching out a living, this populace could scratch out notes of music.

Galileo may have invented physics and astronomy, but his own father Vincenzo Gallilei attended the birth of opera as a member of an elite group of Florentines who called themselves “the Camerata” and gathered at one another’s

names to discuss both vocal and dramatic arts. The natural offspring was opera, the name being Italian for “work”. The Galilei family certainly embodied the passionate interest in both the arts and science that consumed their country. Indeed, it is in combining these two areas of studies in which Italians excel. From the completion of Brunelleschi’s dome in Florence in 1436 to the outrageous modern furniture of today, Italians have been fascinated by the results obtained when art is combined with science to make great design.

What are those fantastic Italian automobile marques but the marriage of art and science? Whether the mating is a match made in Heaven or in Hell is the fodder for yet another question that can only be answered by the owners of those gorgeous automobiles. In the meanwhile, viva Italia!

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1935 BENTLEY 3 1/2 LITRE BERTELLI COUPE'

Bob & Ellen Cole of Woodside, California



The two-door, four-seat Sports Saloon Bentley shown by owners Bob & Ellen Cole of Woodside, California began its journey with an interesting man, original owner William Headlam, in July of 1935. Headlam, of the eponymous Headlam Shipping Company, indulged a passion for things that went fast. He loved to fly his own aircraft and race cars, his favorite being a Ferrari. He had campaigned at Le Mans and came in first in the 1936 RAC 24-hour Grand Prix at Spa, Belgium.

The unique coachwork on this Bentley was designed by Italian designer Enrico Bertelli, whose brother was with British car maker Aston Martin during the 1930's.

The new 3 1/2 Litre Bentleys were the product of the

Rolls-Royce Company after Rolls had purchased Bentley Motors in 1931 and launched the new Bentley cars in 1933. This model was produced in Derby, England thus the moniker "Derby Bentley", the only one to be bodied by Bertelli. The price of the chassis, including lights and toolkit, was £ 1,000. The new Derby Bentleys were an immediate success with sporting motorists all over the world. Enjoy this motorcar today on the green at the Festa d'Italia.



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ROBERT AMMIRATO



Bob Ammirato and his wife, Valerie Valentine, are co-owners of Design Galleria by Valentine, Inc., a full-service Interior Design and Furniture Store. They feature a staff of award winning designers, and over 300 lines of furniture and accessory vendors.

Bob was formerly Vice President of Western Contract Furnishings and was Vice President and Store Manager of Macy's, Sacramento, California.

Born in Torrington, Connecticut, Bob's family moved to California when he was ten. He has always been an avid car enthusiast and is currently owner of a 1961 Rolls Royce Silver Cloud II, which was awarded first place at the inaugural Niello Concours D'Elegance at Serrano, California.

MARTIN CAMSEY



Martin Camsey worked for Price Warehouse for five years before joining the Niello Company in 1987. He is currently Vice President and Chief Financial Officer for this respected group of automobile dealerships. Martin has been involved as a volunteer or board member with charitable organizations including Junior Achievement, Sacramento Metropolitan Chamber of Commerce, The Salvation Army Adult Rehabilitation Center Advisory Council, Planned Parenthood, Sacramento Children's Museum, Sutter Hospital Foundation, Family Services Agency and the Stanford Home for Children. He graduated from Wantagh High School in New York and CSU Sacramento. Maybe Martin has loved cars since his stroller days, when his mother would tell him what each car was. Thanks Mom!

GORDON R. (GORDIE) GLYER

Gordon R. (Gordie) Glycer saw and heard his first Ferrari at Pebble Beach in 1952 and fell in love. "Someday, I will have one," he told himself. The Sacramento born lifelong auto enthusiast, racer, racing fan and imported car dealer accomplished that goal in 1958 when he purchased a 500 Testa Rosa. The Ferrari factory yearbook credits Glycer with the first Ferrari victory of 1959 at Pomona, Calif. During ownership of the racing Ferraris, Gordie did his own mechanical work, advised by Richie Ginther, because the service manuals were all in Italian. Gordie, now retired, has attended every U.S. Grand Prix Formula One race at Indianapolis with Gloria by his side. After attending the Formula One race in Montreal, Gordie and Gloria had the opportunity to visit their old 250 Testa Rosa, now beautifully restored, at the private Lawrence Stroll Gallery in Mont Tremblant, Quebec.



GLORIA GLYER

Gloria Glycer recalls looking at the Ferrari engine parts laid out like jewels during the days Gordie performed the service work on the racing cars. "Beautiful and exquisite" are two words that come to mind. Her interest motor sports did not start when she met Gordie. She attended midget races at Hughes Stadium and in West Sacramento and went to the Pebble Beach races in 1955 and 1956 in pre-Gordie days. Chico born and a graduate of Grant Union High School and Sacramento State College, Gloria was a staffer for The Sacramento Union

until it closed its doors in 1993. Her current jobs include a weekly column for The Sacramento Bee announcing fund-raisers for non-profit endeavors and the monthly Dining Divas restaurant feature in Sacramento Magazine.

ROBERT T. DEVLIN



Robert T. Devlin is an automotive historian with a particular passion for the Pebble Beach Concours d'Elegance. He first attended the event as a teenager back in 1952, just two years after it started, and he has been among its most faithful participants in the ensuing five decades. Throughout much of the past two decades he has served the event as a Class Judge. He has written two books about Pebble Beach: Pebble Beach, A Matter of Style detailing the Concours' early history. Pebble Beach Concours d'Elegance, The Art Of the Poster highlighting the Concours' posters from the past. He has also written over 90 articles about automobiles for various magazines and other publications. An ardent automobile enthusiast, Robert Devlin is a very active member of the Ferrari Club of America, having held several national positions with that organization and serving regularly as a judge at both regional and national events.

GARY HORSTKORTA



After retiring from a sales and marketing career in the broadcast television equipment industry, Gary Horstkorta now devotes a good portion of his time to the many automotive hobbies he has developed over the years. These include owning, maintaining and racing vintage sports cars; sports car racing historian and memorabilia collector; motorcycle riding; freelance writer of historical magazine articles about sports cars, events and people; editor of vintage race club

JUDGES

monthly newsletter; member – Sports Car Club of America (SCCA); columnist for the San Francisco Region (SFR) of the SCCA's monthly publication *The Wheel*; Archivist for the San Francisco Region; member – SCCA, Western Automotive Journalists, Classic Sports Racing Group, Pebble Beach Sports Car Club, Triumph Travelers Sports Car Club

TOM MATANO



Matano has thirty years of experience in the automotive design industry. He held design positions at GM Design in US, GM Holden's in Australia, and BMW in Germany. In 1983, he joined Mazda's American design team. From 1999 to 2002, Matano worked at Mazda Headquarters in Japan, as an Executive Designer in charge of the Chief Designers group. His accomplishments at Mazda include the MPV, MX 5, RX 7, and many other projects by the design teams he managed. Mr. Matano is committed to develop young talents, by using his diverse knowledge and experience serving currently as the Executive Director at the Academy of Art University in San Francisco where he has worked since 2002.

SUPERVISOR RAY NUTTING



Supervisor Ray Nutting is a fourth generation El Dorado County resident. He lives with his wife Jennifer and four sons on the family's ranch in Somerset. In addition to managing the ranch, he has worked in the timber industry and operates his own saw mill. He graduated from Sacramento State in 1989 with a degree in History and Criminal Justice, then went on to earn his credential and began a career in teaching in El Dorado County.

In 1992, Mr. Nutting entered the race for District II Supervisor and was the youngest Supervisor elected at the age of 32, he was

elected to a second four year term. After eight years in the private sector working with natural resources and agricultural issues, on January 6, 2009, Supervisor Nutting was re-elected to the Board of Supervisors for District II.

KJELL QVALE



Kjell Qvale has parlayed a passion for speed into a stellar sixty-year long career in both auto racing and horse breeding. After attending the University of Washington, his tour of duty as a Navy Transport Command pilot during World War II helped to whet young Qvale's appetite for all things connected to horsepower. Not surprisingly, after the War, he entered the automobile business by opening a Willys Jeep agency. In 1947, smitten with the post-War MGs, Qvale opened Northern California's first MG dealership. Unbridled enthusiasm for sports car racing led to his involvement in starting the sports car club movement in California and in the promotion of road racing on the West Coast. Next his journey took him to the road races at Pebble Beach and eventually to Laguna Seca Raceway where he personally helped to design its famous "corkscrew" curve. By the late fifties he was making real road racers, specifically the Junior and the Genie, and by 1964 had two entries in the Indianapolis 500. Purchasing controlling interest in Jensen Motors in 1970, he produced a totally new sports car: the Jensen Healey. Fast on its heels came the Jensen Interceptor, and then in the 1990's, this innovator produced the Qvale Mangusta in Italy.

LORENZO SCARPONE



Lorenzo Scarpone is a native of the Abruzzi region in central Italy. Raised on a farm where his family produced their own food and grew their own grapes to make wine, Lorenzo was introduced to the importance of culinary and wine-making traditions at a very young age.

This environment nurtured his passion for food

and wine and inspired a career path that would eventually lead to the creation of Villa Italia. Lorenzo attended the highly-regarded Hotel and Restaurant school in Giulianova and had his own restaurant on the Adriatic Coast at a young age.

Anxious to see the world, he served as a wine steward for Sea Goddess Cruises, then arrived in San Francisco and became sommelier at the noted Donatello Restaurant.

Lorenzo currently resides in San Francisco with his wife Susy and their three children Fabio, Sofia and Nicolò. Exposed to all the great wines of the world, Lorenzo was convinced that the regional treasures of Italian viticulture were woefully underrepresented in the world market and set out to remedy the situation. Villa Italia, founded in 1989, began by importing great value wines of Lorenzo's native Abruzzi region - Montepulciano d' Abruzzo and Trebbiano d' Abruzzo. Villa Italia's wines have received outstanding reviews from *Gambero Rosso* (Italy's leading wine journal), *Wine Spectator*, Robert Parker and Stephen Tanzer. Lorenzo, an active member of the Slow Food Organization, founded the first convivium in the United States.

Today, he still continues to be the San Francisco convivium leader of Slow Food, an organization based in Italy which seeks to preserve local artisanal, culinary and viticultural traditions throughout the world. In conjunction with Slow Food USA, Lorenzo has sponsored the Golden Glass tastings of Italian wines in from 2004 - 2009, in the large pavilion of the Fort Mason Center in San Francisco. In pursuit of Slow Foods philosophy and mission, the event has showcased over 100 small to mid-sized Italian winemakers who are preserving and fostering indigenous Italian grape varieties. Local producers and importers of Italian artisanal food products are also featured, as well as seminars on topics of special interest on the current Italian wine-food scene.

Lorenzo says that Villa Italia's goal is to introduce Americans to Italian wines, to complement the food that we eat. He has succeeded, and his wines are true discoveries that complement life as well.

A Passion For Motorsports -



Ferrari 250MM

Italian sports cars, like this 1953 Ferrari MM (Mille Miglia) were not only popular in Europe but the U.S. also. Phil Hill is shown here driving one at Golden Gate Park.



1930 Alfa Tipo B

Simply known as the "P3", this pre-war Grand Prix race car dominated racing and was driven by legends such as Nuvolari, Caracciola, Varza, Sommer and Dreyfus.

250 Testa Rossa

One of the most unique Ferrari sports cars, this 1957 Testa Rosa design by Scaglietti featured long "pontoon" style front fenders which gave its distinctive shape.



Alfetta Tipo 159

Alfa Romeo dominated Grand Prix racing in the early 1950's with this wonderful car. Shown here with 1951 World Champion, Juan Manuel Fangio at the wheel.

Passion - "a strong fondness or enthusiasm" or so the dictionary definition reads, however this doesn't do justice to the feelings Italians have for their automotive racing hero's. To Italians, just the mere mention of names like Varzi, Castellotti, Maglioli, Musso, Nuvolari, Ascari, Pininfarina, Vignale, Alfa Romeo, Ferrari, Siata, Lamborghini and Maserati, stirs their souls and elevates their blood pressure. This is a country where even a road race, the famed Mille Miglia or Thousand Miles, became a national holiday before its demise. Perhaps the word passion is not strong enough to describe the Italian love affair with racing.....maybe "fanatical" is more appropriate. A look back at the long history of motor racing in Europe and Italy in particular, provides some insight into how this state of mind came about.

The roots of racing in Europe began in 1903 with the first city-to-city road race from Paris to Madrid. One hundred seventy five actual starters were sent off at intervals on May 24 and an estimated 3 MILLION people lined the next 350 miles of the race route. At the time, this was an important event for the auto manufacturers as a good performance here could boost interest in their cars. Unfortunately, the race was stopped at Bordeaux after it was reported that 12 drivers and spectators had been killed along the route, including one of the two Renault brothers. The negative publicity against road racing that followed was expected but it did not dampen the enthusiasm of this new breed of automobile drivers.

In Italy, the Paris to Madrid race captured the imagination of one young Sicilian, Vincenzo Florio. Florio had imported the first motor vehicle to Sicily just prior to the turn the century and after losing a match race with a horse, decided he needed a real motor car. He eventually turned to a new Italian manufacturer by the name of FIAT. In 1900, FIAT produced 24 cars and Florio purchased one of these new models and immediately set about racing around the roads of Sicily with his rich friends. Fortunately, the young Florio was persuaded not to enter the Paris to Madrid race but decided on the next big event at Brescia where the young driver finished a remarkable third. He then proceeded to enter every race he could including the first French Grand Prix and the Gordon Bennet cup. At this point, he decided to organize an international race in Sicily. The outcome of his efforts was the first running of the now famous Targa Florio in 1906 which consisted of one lap of 92 miles.

The Targa Florio continued to grow in stature each year and became an important date on the international racing calendar. Top drivers with factory sponsored cars from around the world came to Sicily to compete in this road racing ordeal, including several men who would make their mark as manufacturers, Enzo Ferrari (1919), Vincenzo Lancia (1907), and Ferdinand Porsche (1924). With the exception of the WWII years, 1940-1945, the Targa Florio was held every year until 1973 when it concluded its long run. This event had helped motivate every facet of the Italian motorsports industry to compete against the world's best.

The Italian *Racing* Heritage

By GARY HORSTKORTA



1950 Maserati A6 GCS

This stylish sports car was built between 1947 - 1953 and won the Italian Championship in 1948. 20 HP, 2 Liters with a top speed of 120 - 130 mph.



Ascari at Indy

World Grand Prix Champion Alberto Ascari entered the 1952 Indianapolis 500 with a car supplied by Ferrari. Unfortunately, the car only forty laps.



Ferrari 500TRC

The 500 TRC was the second of this model series with a sleeker body style for 1957. A 500 TRC finished fourth in the 1958 Targa Florio in Sicily.



OSCA

After the Maserati Brothers sold their car company, they formed OSCA and continued to build sports cars like this beautiful 1950 MT4 of which only forty were built.

Another important event that contributed heavily to Italy's racing heritage and status in the world of motorsport, was the Mille Miglia, the Thousand Mile race first run in 1927. Like the Targa Florio, the Mille Miglia was the cumulative vision of a small group of auto enthusiasts who wanted to restore their beloved city of Brescia, to the role she formerly played in the automobile world. Brescia had been the site of a great race in 1905 and the Gran Premio d'Italia in 1921, which to Brescia's chagrin, had been moved to the new Monza course thereafter.

Wanting to create something completely new and challenging, the group hit upon the idea of a city-to-city road race but beginning and ending in the same city, their Brescia. After analyzing many different routes, the group decided on a 1600 Km long "loop" from Brescia to Pescara, on to Rome, Bologna and back to Brescia. It was officially named the "Thousand Mile Cup" (after all, the Romans had used miles, not kilometers). The Mille Miglia ran from 1927 to 1957 and was contested by virtually every major sports car manufacturer and top race driver. Winning the Mille meant instant stardom for a driver and if the driver happened to be Italian, he became a hero. If he was Italian and won AND had driven an Italian sports car, instant national hysteria!

Besides these two world class road races, Italian racecar drivers and race cars had made an impact in motorsports since the beginning of competition. Starting in 1906, FIAT would be the dominate Italian car scoring a number of top finishes in road racing and Grand Prix events. This would continue until 1924

when Alfa Romeo (formerly ALFA or Anonima Lombarda Fabbriche Automobili, purchased by Nicolo Romeo in 1914) began racing and would go on to dominate Grand Prix racing for the next 15 years. During that time Alfa's would be driven by some of the greatest drivers of all time including Varzi, Campari, and Nuvolari, who many experts rate as the best ever.

After WWII, other Italian car manufacturers, race car drivers and designers would continue the tradition and gain worldwide recognition. Cars from Ferrari, Maserati, OSCA, Lancia, and Alfa Romeo would win sports car and grand prix races around the world. Drivers like Farina, Ascari, Scarfiotti, Taruffi, Castellotti, Bandini and Musso to name a few, would win major races of international importance. Of these, Alberto Ascari was both a world Grand Prix Champion and Mille Miglia winner. He even raced a Ferrari at Indianapolis in 1952. When Ascari succumbed to injuries suffered in a testing accident in 1955, over 1 million Italians lined the streets of Milan to view their hero's funeral procession.

While Italian cars continued winning races throughout the 1960's, 1970's, 1980's, it wasn't until the late 1990's that they returned to winning Grand Prix championships. After suffering through one of the longest droughts without a championship, Ferrari has returned to the top, winning eight out of the last ten Grand Prix Constructors titles in a row. All is well with the legions of Italian racing fans once again and the century long tradition of automotive racing excellence continues.



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The History Behind the Marque



“The story of the prancing horse is simple and fascinating. The horse was painted on the fuselage of the fighter plane flown by Francesco Baracca, a heroic Italian pilot who died on Mount Montello: the Italian ace of aces of the First World War. In 1923, when I won the first Savio circuit, which was run in Ravenna, I met Count Enrico Baracca, the pilot’s father, and subsequently his mother, Countess Paolina. One day she said to me, ‘Ferrari, why don’t you put my son’s prancing horse on your cars; it would bring you luck.’ I still have Baracca’s photograph with the dedication by his parents, in which they entrusted the emblem to me. The horse was black and has remained so; I added the canary yellow background because it is the colour of Modena.”—
Enzo Ferrari



AUTOMOBILE SPECIALE

1985 FERRARI 308 GTS QV

Dave Harris of Granite Bay, California



If ever a Ferrari could be named “America’s Favorite”, it would be the model that David Harris from Granite Bay is showing at this Festa today. The popular television show of the mid 1980’s called *Magnum P.I.*, with actor Tom Selleck in the title role, educated viewers across the country about Ferraris in general (many viewers had never seen one before the show) and about the 308 GTS model in particular. In fact, David Harris was a fan and had a poster of the automobile with its Pininfarina coachwork on the back of his bedroom door when he was a teenager.

He, along with many boys, both young and old, dreamt of owning one of those Ferraris. A couple of years ago David’s sister gave him a Ferrari baseball cap and soon after he purchased a polo shirt emblazoned with the marque’s logo. What’s a guy to do but buy the car to accompany such apparel? Harris’s 308 is one of approximately seven hundred built in 1985, the last year of the GTS production by Ferrari. With its crowd-pleasing red and tan color combo, it’s difficult to believe this gorgeous car will soon celebrate its silver anniversary. Bravos to Mr. Harris!



Ferrari



Ferrari. The name alone invokes such passions and emotions. Is it the cutting-edge designs, the legendary and powerful engines, the incomparable racing history, or the legacy of Enzo himself? Most likely it is all of these, for Ferraris are the ultimate car-lovers cocktail, a scintillating, exotic and intoxicating blend of all of these elements.

Enzo Ferrari was born near Modena, Italy on February 18, 1898. When he was ten, his father took him to attend an automobile race, and the die was cast. Enzo eventually started racing, and in 1919 he finished ninth at the Targa Floria, which helped him obtain a position with Alfa Romeo. He raced at the Targa Floria as part of the Alfa Romeo team in 1920, this time taking second place. Enzo continued racing, and in 1929 he founded Scuderia

Ferrari to organize racing for the team members. He successfully raced for Alfa Romeo until 1938, when he became head of their racing department. In 1940, Enzo left Alfa Romeo, and Scuderia Ferrari became Auto-Avio Consorzio Ferrari. The first car they built was the Auto Avia tipo 815, which utilized Fiat mechanicals and did not do particularly well. The company built their next car in 1946, the 125 Sport. This was a 12-cylinder 1500cc car. Enzo's friend Colombo designed the legendary Ferrari 60-degree V-12 engine.

The list of notable Ferrari sports and racing cars is too long to address here, but Ferraris have won more than 5,000 racing titles worldwide. Their accomplishments include: 9 Formula 1 Drivers World titles, 14 Manufacturers' World titles, 8 Formula Constructors' World Championships, 9 wins at the 24 hours of Le Mans, 8 at the Mille Miglia, 7 at the Targa Floria, and over 125 Formula 1 Grand Prix wins.

In 1969, Enzo sold fifty percent of the company to the Fiat Group, whose ownership increased to ninety percent in 1988. Enzo remained firmly in control of Ferrari's racing programs until he died on August 14, 1988 in Modena. Many people say racing is the heart of Ferrari and that Enzo built sports and grand touring cars to support this passion.



A few of the more notable Ferraris include the 1958 250 Testarossa, the 308 GTS, and the F40. In response to the 1958 3-litre limit on engine displacement for the Sportscar Racing World Championship, Ferrari developed the 250 Testarossa. Named for its red cam covers, the 250 Testarossa was a wildly successful racing car. It won first at the 24 hours of Le Mans, and then took first at four out of the five championship races that season. Testarossas are known as the ultimate '50s racers, with flowing pontoon fenders, an aggressive stance and a screaming V12 engine.

The Ferrari 308 gained notoriety with the masses when it was featured along with Tom Selleck in the Magnum PI television series. This is one of the most recognizable and affordable modern Ferraris. Styled by Pininfarina, this car was striking when first introduced almost 30 years ago and still turns heads today. The 308 was Ferrari's first two-seat V8 road car, featuring a transverse mounted engine, 5 speeds and rear wheel drive. Although introduced as a carbureted coupe, the 308 evolved to include versions with Targa tops and fuel injection.

The Ferrari F40, a true Supercar, was designed and built to celebrate Ferrari's 40th anniversary. Production began in 1989 for this twin-turbo, inter-cooled V8 powered racecar in streetcar

sheathing. It possessed a top speed of 201 mph and did the quarter mile in 11.8 seconds. The outrageous body was penned by Pininfarina and the entire car was executed in space-age components for light weight and high strength. This car passes ninety-nine percent of the cars on the road before it gets out of third gear!

Wherever your passion lies for these rolling works of art with breathtaking performance, indulge yourself today. Take in the sights, the sounds and the aura of Ferrari.



JESSE A. BRAVO

Photographer ~ Consultant



Jesse A. Bravo has been racing automobiles since the early 1960's when he campaigned a 1957 MGA on SCCA courses. For the past thirty-five years, Bravo has been involved with SCCA's Concours d'Elegance division, either by showing his silver 1963 Jaguar E-Type Roadster that he personally restored, or by judging,

serving as both its Chief Judge and its Chief of Concours. With current Chief of Concours Steve Miller he authored the SCCA Judging Guidelines used at this time on the field. A graduate of Brooks Institute of Photographic Arts and Science in Santa Barbara, he was class valedictorian, and worked as a commercial advertising photographer and photojournalist. He also served as President and General Manager for TRW's Imaging Systems Division until his retirement in the 90's. Not one to sit idle, he is currently enjoying yet another career as a digital photographer and archivist for the Crocker Art Museum in Sacramento.

JUDYTH BRAVO

Consultant



Judyth Bravo finds it difficult to pinpoint the source of her life-long enthusiasm for motor vehicles. Is it the result of her growing up next door to a car dealer who kept a steady stream of new Cadillac's, Chevrolets and Corvettes parading past her window? Whatever the reason, Judy's enthusiasm to ride in a 1963 XKE Jaguar convertible roadster precipitated her

introduction to her husband of almost thirty years, Jesse Bravo, former SCCA Chief of Concours. A former high school art teacher by trade, Bravo sees the great importance of the Concours d' Elegance lying not in its chances for competition but for its opportunity for education.

ANTHONY M. DE ARCOS

Lord's Gym Liaison



Anthony M. De Arcos has over thirty years of professional experience, including fifteen years in the construction industry and over 17 years experience in the Environmental Consulting field. Mr. De Arcos is one of the founding principals in National Analytical Laboratories, Inc. He has conducted consulting

work for Federal, State and Local agencies, along with the private sector, regarding asbestos, lead and mold abatement issues. His true passion, however, is baseball, and on most spring afternoons you can find him at Oakmont High School, working with their upcoming and promising pitchers. On the weekends you'll find him at home with his family of seven and on Sundays teaching toddlers at Solid Rock Faith Center.

BOB FINKBEINER

Event Logistics



Bob was raised by a car crazy dad who loved and restored antique automobiles. One event that spurred his passion was when their dad asked Bob & his brother if they would rather have him accompany them to Cub Scouts or stay home with him and work on the old cars. Their response was instant and unanimous.

Working with and learning from their dad about cars would lead to a lifelong bond and passion. Bob grew up loving not only antiques but anything with a gas pedal and a brake. He was not old enough to drive (legally) when he bought a 1929 Model A Coupe which he still has. And not many high school seniors owned a 1960 Corvette, but Bob did and was happy to drive the Homecoming Queen in the parade.

One of Bob's favorite pastimes is hunting for "vintage tin". He and his father spent many fun filled days in the backlands of South Dakota looking for that elusive antique car someone left beside an old barn and forgot about. When not playing with his cars or looking for a barn find, Bob works as a project manager for 5 Star Services, he also owns Capitol Kirby in Sacramento. His wife Sally shares his passion for the motorcar; they own antiques, classics and exotics.

DOUG HARVILL

Master of Ceremonies



As a child, Doug Harvill's primary passions centered around automobiles and radio. Not much has changed since then. One of those passions is a lifelong hobby and the other a longtime career.

Doug is Sr. VP and Market Manager of the CBS radio stations in San Francisco. He oversees all operations of All News KCBS AM & FM,

KFRC, LIVE 105, Alice @ 97.3 and MOVIn 99.7 FM. In addition, Doug is responsible for one of the Bay Area's largest newsrooms (KCBS) and the development of entertainment and information content for digital platforms.

Prior to Doug's CBS assignments, he was part of the management team that successfully launched EZ Communications as a public company on the NASDAQ in August 1993. That effort ultimately resulted in a merger with CBS.

The automotive passion continues as well. Doug's Porsche 993 is not an example of a "mid-life crisis" but is the continuation of a "life-long crisis" of pursuing the automotive lifestyle. Doug is also a member of the "working press" at automotive events as diverse as the Indianapolis 500 and the Monterey Historics. He also believes the three most beautiful words in the English language are, "Welcome Race Fans."

STEVEN P. HELLON

Official Concours Photographer



Steven Hellon was destined to be a photographer long before he even held a camera in his hands. While growing up in St. Louis, Mo. Steven's aunt would visit from Oakland, California always accompanied with her Polaroid camera. Steven was so fascinated with how images taken with

that camera just appeared out of thin air. Years later he became obsessed with buying a camera and becoming a photographer. After moving to California in 1971 graduating from High School in 1974 and working for fifteen years in the restaurant business, Steven decided to pursue his passion. He attended Sacramento City College, studied photography and later landed a position with the State as a photographer photographing Governors Wilson, Davis, and Schwarzenegger. Steven has owned his own business since 2003 and continues to freelance commercial assignments through out the State and other countries - Greece, China, Italy, and more to come.

DWIGHT O. "SPIKE" HELMICK, JR.

Tour Commissioner



Dwight O. "Spike" Helmick, Jr. started his 35-year career with the California Highway Patrol in 1969. He served in all ranks within the Department before he was selected as the Deputy Commissioner in 1989. In 1995 he was appointed Commissioner by Governor Pete Wilson

and subsequently served Governors Gray Davis and Arnold Schwarzenegger. He is currently an associate professor with California State University, Long Beach and does private consultant work. He graduated from Golden Gate University and the FBI National Academy. He and his wife, Deb, have two married daughters and five grandchildren.

GAYLE HENSLER

Director, The Concours Foundation



Gayle Hensler returns to our Board for her fourth year in a new capacity. Working with members of the advisory board, she has formed The Concours Foundation, a non-profit organization that provides resources, education and funding in the community and fosters an

interest in automobile collection and restoration. Gayle brings over ten years experience in fundraising, including planning, coordinating and overseeing events benefiting Non-Profit Organizations and children. Additionally, she

An event of this scope only comes to fruition with the efforts of many talented and dedicated people. Thank you to all of our Board Members who work so hard on behalf of the Niello Concours at Serrano. It is truly meant when said...we couldn't have done it without you.

is a Board member of the San Juan Education Foundation established to provide funding to San Juan school's in the areas of Science, Technology and the Arts. Years of car collecting, restoration and attending car events with her husband, Joe, have led her to enjoy many great friendships, social activities and car events like this fabulous Concours at Serrano.

JEFF KENYON
Project Manager



Jeff Kenyon, a local financial representative and insurance agent, has been project manager for the concours since the beginning. His passion for cars began when he drove various model racing cars from the 60's to the 80's in SCCA, FRA and RURA (1972 series champion) events all over the west coast.

He also spent several years as an SCCA driving instructor. His event organization skills were honed during 15 years at the Stockton Ag Show, 9 years at the Su Salud Health Fair and more than 25 Promise Keeper events. He and his wife Nancy have three grown children and one grandson. His current goal is to find a regular ride at vintage racing events.

ROSIE KESSELL-KRACHER
Director Public Relations



Rosie "retired" from a 20-year career in law enforcement, where she served the Folsom community in a variety of assignments. She spent several years of her career working as a school resource officer and is known among the many students and parents in Folsom as "Officer Rosie." Rosie has

stayed on with Folsom Police as their Community Services and Volunteer Coordinator. Her experience raising her now college-age children and serving the community through years of volunteer work give Rosie a great foundation for her assignment at the Concours. Rosie spends her free time with her husband and family, while juggling her schedule to fit in rowing and running competitively throughout the year.

JOHN MCNAMEE
Chairman Concours Branding



John McNamee has been in the apparel business for 22 years. As owner of one of the largest silk screen printing and embroidery shops in the Sacramento area, he is an important asset in keeping the standards of the Niello Concours at Serrano brand. Johns company has been involved in many large events in Sacramento including both Olympic Trials, the Jazz Jubilee

for 15 years, countless fun runs, California International Marathon, and various corporate accounts. Being a car guy, owning two Porsches, and the orange Detomaso Pantera, on display at the concours today, he was very excited to be associated with the Niello Concours in producing the souvenir apparel. He feels that being at this event every year and selling merchandise while surrounded by so many incredible cars, life simply doesn't get any better.

DAVE MUELLER
Volunteer Coordinator



A great guy who gets the job done, Dave always has a smile on his face. Representing the Solid Rock Faith Center he finds the right person to do each task making the concours run smoothly.

CHERYL ROMMEL
Vendor Concierge



This is Cheryl's second year working with the Niello Concours at Serrano. She welcomes new challenges and is enjoying this latest endeavor. Her many years of volunteer work with the PTA and various youth groups has given her an appreciation for what can be accomplished when many give a little for a common goal. She works as a substitute for the

San Juan Unified School District and is also a freelance photographer. Both jobs affording her the time to do what she loves most, raising her four children, now ages 11-24yrs old. Cheryl and her husband of 26 years, Tye, can often be found at their cabin in the Tahoe National Forest enjoying the outdoors and quiet of the mountains.

SKIP QUAIN
Concours Entries



An avid car fan from a young age, Skip has owned several cars, most of which he wishes he still owned, including a 1953 Olds Convertible, 1955 Buick Century Hardtop, a 1963 Corvair Monza Spyder Convertible, a 1960 Porsche Convertible D, 1969 911T, 1974 911 Targa and a 1994 Corvette. In 1978 Skip's interest in sports cars

culminated with the purchase of a 1962 Lotus23B sports racer originally owned and driven by Sir Jack Brabham in the 1962 USRRA series at Laguna Seca, Riverside, and Grand Bahamas Speed Week.

After a three (3) year restoration of the Lotus, Skip's first

race in the car was at the 1981 Monterey Historics. Since then Skip has entered races up and down the west coast. He was invited to participate in the support races for the 1984 Dallas Formula 1 event where he competed against Sterling Moss, and other retired F1 and sports car drivers.

When not racing, Skip and the Lotus have been invited to numerous Concours in the Bay area, and Southern California including Hillsborough, Palo Alto and Santa Barbara. with the Lotus winning a number of First and second Place trophies. In 2007 Skip and his wife Mardi showed the Lotus at the Fourth Annual Niello Concours at Serrano, gaining a first place. Attending The Niello Concours at Serrano was a large factor in the Quains deciding to purchase a home at Serrano in El Dorado Hills.

KEN SYPOLT
Signage Specialist



Ken's love of motor vehicles and his marketing background make a perfect match for the team of the Niello Concours at Serrano. Attention to detail and his "Get it Done" attitude make his projects a success. A partner of Prism Wraps.com, a Sacramento based marketing and vehicle wrap company specializing in small business branding and company vehicle identity, since 1996.

A veteran of off-road racing, Ken enjoys spending his free time in the deserts of Baja. Before moving to the graphics industry, Ken was the Chief Mechanic with Roger Mears Racing. He also designed and built one of the first tube frame/fiberglass bodied desert truck's in the early 90's, which today are known as Trophy Trucks.

SUMMER WRIGHT
Marketing Manager, The Niello Company



Summer Wright has been with the Niello Company since May of 2007. Prior to her appointment at the Niello Company, she was the Marketing Director for Oregon State University Athletics, a member of the Pacific 10 Conference. There she managed all areas of marketing and promotion for fifteen Men's and Women's Athletic Programs. Summer's

career began in television as the Promotions Director for the local NBC affiliate in Chico, CA. Summer graduated from California State University, Chico with Bachelor of Science in Business Administration with a concentration in Marketing. Currently, she resides in Rancho Murietta with her husband and two young children.



La storia delle Officine Maserati

For a moment, imagine six young brothers living in Voghera, Italy with five of them displaying, at times, visible and noticeable passion to be involved in all things that moved. You can likely empathize with Carolina and Rodolfo, their extremely busy parents. Now, take five young boys who emerge through teenage years as engineering, design, construction and racing protégés. What follows is a historic evolution. Let me introduce to you, Carlo, Bindo, Alfieri, Mario, Ettore and Ernesto Maserati, the founding brothers of Officine Alfieri Maserati di Bolgna, Italia and the historic story of Maserati.

The beginning started in 1914 when five Maserati brothers worked on privateer's cars to support a racing habit for their middle brother Alfieri. A very successful racing career for Alfieri ensued with all brothers participating in the support of the Maserati family dream, to one day, own their own company. The opportunity came to brother Alfieri in 1924 and Officini Alfieri Maserati di Bologna, Italia was born. Mario, the only brother not to be in racing, but rather art, is credited for designing the Maserati company trademark, the trident, which was borrowed from the statute of the Neptune in the square of the same name in Bologna, Italy.

Timing for Alfieri's newly formed company was impeccable and a rally to pull his sibling brothers together and build their very own race car in 1926 became reality. The Maserati Tipo 26 was the first official car built under their name and success was instant. The Tipo 26 won its very first race at the historical Targa Florio with Alfieri as the driver. The prestigious constructor's world championship followed along with new world speed records which catapulted the name Maserati into a racing icon. Multiple race wins followed from Europe and the USA along with innovative chassis designs and engine configurations that left other teams stumped. Maserati dominated the topic of conversations throughout the automotive world adding to the brands cache'. Maserati was destined to be a name never forgotten.

Then abruptly in 1932, Alfieri passed away leaving a void in the Maserati Company and opening opportunity for Mercedes-Benz and Auto Union to enter the world racing scene with significant assaults making it difficult for Maserati to win and remain in the more important races. In spite of this, the remaining Maserati brothers banded together and focused efforts on winning races at the national level but eventually turned their company over to a wealthy Modenese family, the Orsi's. This move in 1937 allowed the company to relocate factory operations to its current location in downtown Modena and ease the economic hurdles the company endured.

With a new ingestion of capital, Maserati quickly entered and won the significant Indianapolis 500 in the United States in 1939 and repeated in 1940 until Alfa Romeo and Ferrari manufacturers entered racing in the same period making it more difficult to produce consistent wins over the ensuing years. Historic driver Juan Manual Fangio won the last world championship (the 5th) for Maserati in 1957 and then announced its retirement from racing to focus on supplying technology to other teams insistent on their help.

After exiting racing, the company's vision changed and in 1958 Maserati built their first street production car, the 3500 GT, a gorgeous two door gran touring coupe. Later came the Sebring, the Mistral and the more famous Maserati Quattroporte in 1963. Becoming famous for racing cars appeared to be a cinch compared to what would lay ahead starting with the first of many ownership transitions beginning with French Citroen in 1968. The alliance produced the Bora, Merak, Ghibli and Maserati Quattroporte II until 1973 when Citroen went into liquidation forcing a newly formed government agency to keep the Maserati Company alive. Two years later in August 1975 the brand was purchased by the well known Italian company Benelli along with well known racing driver Allesandro De Tomaso as managing director. The company launched new models in 1976, the Kyalami and Quattroporte III which were impressive cars



the story of Maserati

By MARIO BIUNDO

for their time. Although met with many difficulties, Maserati increased output significantly by the end of the year and showed some signs of viability.

The 1980's continued to be challenging for the company after introducing the Bi-Turbo. Plans called for a relatively low price car in 30 different configurations attempting to attract a new buyer segment but the idea flopped. Although performance was exceptional, the car was met with quality issues that stifled the manufacturer's progress especially in the much needed U.S. market that accounted for the majority of Maserati's sales. Maserati left the U.S. market shortly after the Bi-Turbo's demise only to return and then leave again after joint venture with Chrysler producing the TC in 1993 failed.

A new turning point came in the same year, 1993, when the company's entire capital and shares were acquired by the Fiat group and then in 1997, the company was sold to Ferrari. This purchase joined two automotive greats and leveraged years of history to produce automotive masterpieces that would follow in the years to come.

Ferrari's influence began right away with the modernization of Maserati's downtown Modena plant which was completed in 2000. The plant mimicked Ferrari's and produced the first modern day Maserati, the 3200 GT which made its world debut at the Paris motor show two years prior. The Maserati 3200 GT's soul, the engine, was Ferrari built along with the transmission and technology coming directly from Ferrari's F-1 racing team. The 3200 GT or commonly known here in the U.S. as the Cambio

Corsa Coupe' evolved into a Spyder and later Gran Sport version in 2005. All variations of the model pushed Maserati back into the automotive production forefront and allowed expansion of the company never seen before.

Maserati, now the strongest it has ever been introduced the MC-12 and Trofeo racing program in 2003 which competed in the FIA-GT, ALMS series, Italian GT and Grand-AM series in Europe. They also introduced the Maserati Quattroporte in 2004 releasing the car to the world in 2005. Gaining market share from other European manufactures was easy since never before have people seen such a gorgeous, sporty and convincing Ferrari derived four door.

In 2005 Ferrari sold Maserati back to Fiat where historical achievement continues with unveiling of the Maserati Gran Turismo in 2008 with again, Ferrari engine packages and transmissions to suit any taste. And just released in Frankfurt, as of this writing, the all new Maserati Gran Cabrio, a soft top convertible version of the Gran Turismo.

Many car makers can look back at history and see success built over years of trial and error. Some fade away never to be seen again. Maserati nearly faded away only to be resurrected by people who never gave up on the soul of a company that was started by six brothers. As automotive enthusiasts we can all appreciate the passion, dedication and innovation that were required by Maserati to reach the level of success achieved today. We can be certain that Maserati is here to stay and is, authentically Italian.



The History Behind the Marque



Mario, the only son in the Maserati family not involved in racing but the arts instead, is credited with designing the marque's logo, the trident symbol. He was inspired by the statue of Neptune wielding a tri-pronged spear in the eponymous piazza Nettuno in Bologna, Italy, where the brand was founded. Mario capitalized on the landmark's popularity to promote his families marque.

AUTOMOBILE SPECIALE

1980 BMW M1

Owned by Christopher Provo of San Francisco, California

One of the rarest "hybrids" ever produced by the European automotive industry awaits perusal by this year's attendees of the Festa d' Italia. The white 1980 BMW M1 shown by its owner Christopher Provo of San Francisco represents a singular union between the German manufacturer BMW (Bavarian Motor Works) and the audacious Italian Lamborghini. As any knowledgeable auto aficionado could guess, the result was a precocious only child for the proud parents who are still major players in the world's auto market. Hand built between 1978 and 1981 by the Motorsport division of BMW for the purpose of racing. The M1 body was designed by the Italian Stylist Giorgetto Giugiaro who was acclaimed Designer

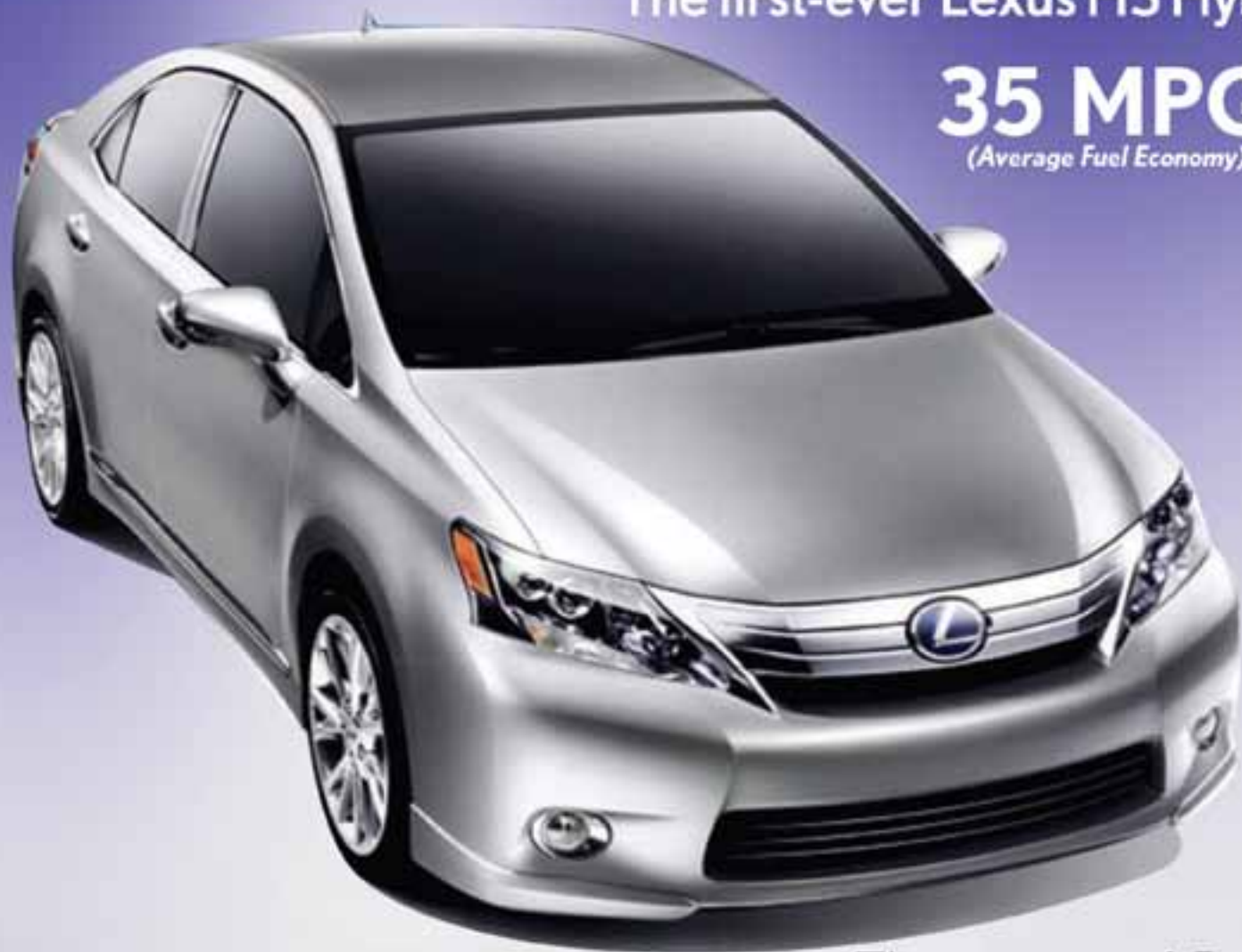
of the Century in 1999 by the Association of Auto journalists. Only 456 of this rarity were built. Provo's prize vehicle was originally owned by singer and pop artist Christopher Cross, and its engine still hums. In 2009, fresh from a reviviscence by Brian D. Moore Restorations of Gold River and Casey Motorsports of Petaluma, the auto has taken 1st in Class at a trio of concours: The Quail, Presidio of San Francisco, and Palo Alto. Grazie for sharing, Christopher!



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Lamborghini



Say you owned a successful tractor company and enjoyed the fruits of your labor by collecting the finest sports cars of your time. Since you were a mechanical wizard, you were not too impressed with the cars you purchased. So, since you lived reasonably close to the factory where your Ferrari 250 GT sports car was built, it made sense to visit the people who built your toy. Especially if you wanted to discuss the substandard clutch that you were having recurring troubles with.

So, you make the visit to Modena and ask to sit down with Mr. Ferrari (Enzo). Since you're just a simple tractor manufacturer, Mr. Ferrari has no time for you and refuses you an audience. Having been brushed off, you think; "Hmmm, I build great tractors, how hard can it be to build something better than this piece of junk Ferrari sold me?"

This isn't fantasy; it's the real story behind the start of Lamborghini automobiles. The owner, Ferruccio Lamborghini born in 1916 in a small Italian farming village, really did love sports cars and really did get brushed off by Enzo Ferrari. Being a proper Italian man, he became incensed and decided to show the world that he could do better. In many ways, he did!

In 1963, the first prototype Lamborghini rolled out. At the Turin auto show, the new 350GTV was a hit, having a clean, new look and a powerful V-12 engine. Immediately, the world began to take notice. In 1964, the world began buying Lamborghini sports cars. At the time, sales of a few hundred cars, worldwide was more than enough to establish the Lamborghini name as a builder of fine sports cars. The best was yet to come.

In 1965 the world received the Lamborghini Miura. With a body designed by Marcello Gandini and a transversely mounted mid-engine, the Miura brought fresh design and Formula One designs to the streets. The car was a great hit and sold very well against the hated Ferrari brand.

Things went well until 1974 when things got great. Lamborghini introduced the car we all know and love; the Countach. Having an incredibly low profile, swing up doors and a brutally powerful engine, the Countach captured the attention of the world and the soul of almost every sports car fanatic. It was a car that became an icon and, through several generations, remains one of the most memorable and desired sports cars of all time.

The Countach had 2 amazing features; great power from a mid-mounted V-12 engine and an incredibly low, wide and unique body. Lamborghini abandoned the "typical" sensual Italian sports

Born of Tractors!

By: Frank X. Weismantel

car body style based on graceful curves and a long hood. Instead, Lamborghini brought out a car that was all muscle and angles, V-12 mid-engine equipped and offered some unique style and access features. Even today, 35 years later, car customizers go to great lengths to equip their custom dream machines with copies of the Countach's swing up doors.

While Lamborghini went through bankruptcy, sales of the marquee and an interesting phase being owned by Chrysler Corporation, the mystique and uniqueness of the brand never wavered. Today, Lamborghini is a part of the Volkswagen Audi group and still offers some of the fastest, most uniquely styled and desirable cars ever made. The current Lamborghini inventory

remains expensive and rare. Models available today include the "Baby Lambo" the Gallardo and the incredible Murciélago LP640, so named for offering over 600HP, all wheel drive and the mandatory swing up doors. The names may be different but the look of both models is unmistakably evolved from the iconic Countach. And despite many business challenges, Lamborghini remains one of the best performing, most passionately desired automobiles on the planet. Being born of tractors isn't such a bad thing, as long as your ancestors are Italian Tractors!



The History Behind the Marque



In 1963 Ferruccio Lamborghini founded the Lamborghini Automobili Company due to his lack of satisfaction with the Ferrari he owned. He knew he could build a better car. He used his birth sign, Taurus the bull, as a symbol for his cars. Besides Lamborghini loved bull fighting. This is shown not only by his logo but by the very names of the cars themselves. Almost all Lamborghini car monikers have had some connection to bull fighting; be it a famous bull or a specific breed of steer. Even the name Countach has a connection to bulls being the exclamation made by its chief designer when the automobile was first fired up in his presence: "Holy bull excrement!"

AUTOMOBILE SPECIALE

2003 LAMBORGHINI MURCIELAGO

Jeff & Shauna Wolfe of Santa Rosa, California



The black on black 2003 Lamborghini Murcielago being shown at the Festa d'Italia today by Jeff Wolfe of Santa Rosa, California, was a personal 40th birthday fulfillment for this proud owner. Not only was this a wise investment since this model represents probably the singular most popular poster car in the early part of the 21st century for Italian auto aficionados, but Wolfe had the wisdom to choose the Murcielago model his wife Shauna preferred over the Gallardo model that she detested. Smart. Lucky, too, since this happy owner has in his own stable the trifecta of Maserati, Lamborghini and Ferrari. Congratulazioni, Jeff.

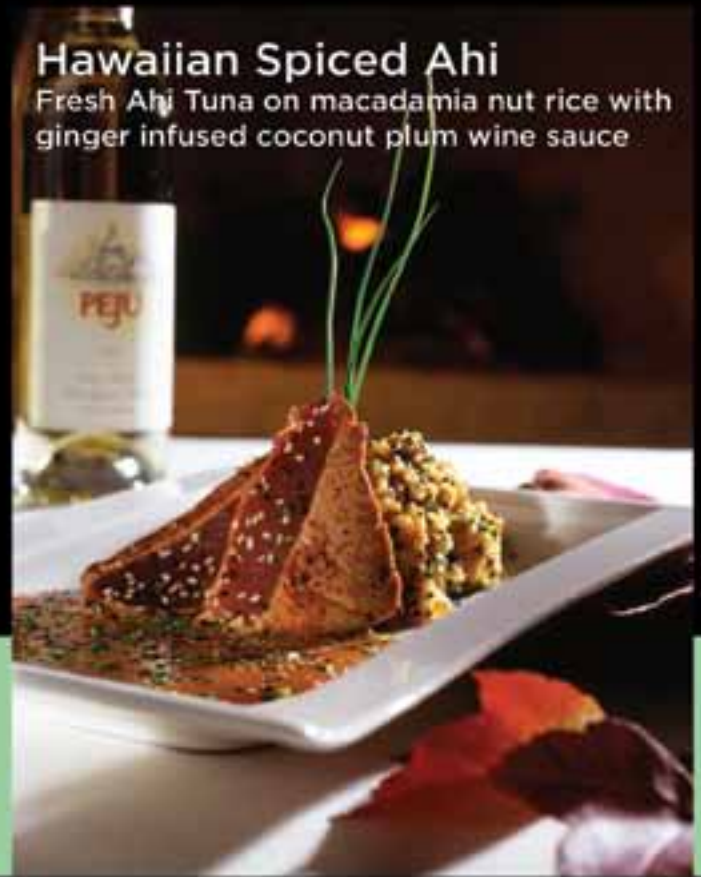


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AUTOMOBILE SPECIALE



1930 FORD C-CAB DELIVERY Joe Wachtel of Diamond Springs, California

Lloyd "Tiger" Thompson and his beloved wife Evelyn must have been a "fun" couple. How else could one describe this twosome that drove for their primary transportation for forty years a 1930 Ford, Model A, United Parcel Service van they purchased used from the delivery company? Current owner Joe Wachtel of Diamond Springs, California, has contracted this prized vehicle's return to its original perfection, including a fresh coat of that elusive UPS brown paint, and has it on display at the Festa d'Italia.

Perhaps Wachtel doesn't drive the van to Mexico to collect unusual pottery as the Thompsons did, but he has his own share of good times with this beautiful restoration. One can just imagine delivering friends Christmas gifts from this sleigh!



WAITING



In 1995 the fabled Italian automobile manufacturer Alfa Romeo ceased exportation of its vehicles to the United States. Many of the members of its American coterie were greatly upset by the news; then in 2006 the marque's centennial anniversary, loyal fans rejoiced when Sergio Marchionne, CEO of the parent company FIAT, announced that Alfa was ready to re-enter this country's auto arena with the new 8C Competizione, real soon. Soon enough for the firm to begin collecting a quarter million in American dollars from each prospective buyer.

Ultimately the Italian automaker received 1,200 reservations for the 8C Spider from potential buyers after

its debut at the 2008 Geneva Auto Show. However, as with the 8C Competizione that preceded it, Alfa Romeo will build only 500 units of the prized open-top version within the next two years. While 50 of the coupes made it to America, only 35 of the 8C "drop tops" are promised to these shores.

Well-known car designer Tom Matano, who is an Honorary Judge at the Festa d'Italia today, was responsible for the RX 7 while he was at Mazda during 1993-1995. Now Director of Industrial Design at the Academy of Art University in San Francisco, Matano is so keen on the 8C that he added it to his own list of all-time favorite

FOR ALFA

By JUDDI BRAVO



automobiles. During a 2008 interview, the stylist mused, "The 8C is a totally contemporary car, yet it captures the essence of all the great Alfas, especially the P 33 Stradale". Alfa-buffs can talk to this cognoscente on the green today to hear his latest views on the return of the marque.

Another Alfa aficionado eager to plunk down his euros to get on the 8C's waiting list was the European Editor of *Road and Track* magazine, Matthias Pfannmuller who waxed about his own personal test drive in the January 2008 issue. On the track at Balocco, Italy, he experienced the automobile's fantastic balance and its sheer dynamism. Statistically, Pfannmuller clocked zero to 60 mph in 4.2 seconds and did that requisite quarter mile in 12.4 seconds, pegging at 115.4 mph. Whether the writer now has his very own 8C to wax, or is still waxing with words has not been clarified at press time.

What is known is that this marque began over a century ago as collaboration between French and Italian partners. The company was christened Societa' Anonima Italian Darrag and its founders were an aristocrat from Milan named Caveiere Ugo Stella and a French auto-builder called Alexandre' Darrag. When the Frenchman and his francs departed the name became Anonima Lombarda Fabbrica Automobili or A.L.F.A. World War I brought automobile production to a screeching halt.

Enter one Nicola Romeo who converted the factory to aircraft engines, compressors, generators and locomotives. His actions saved the company which was renamed Alfa-Romeo in 1920. Its first effort was the Torpedo 20 with 30 HP which the fledgling firm campaigned to a first place victory at Mugello

with Giuseppe Campari at the wheel. This win was followed by a second place at the famed Targa Florio by a young driver named Enzo Ferrari. It was the young Ferrari who persuaded the legendary designer Vittorio Jano to forsake FIAT for Alfa Romeo. Finally, the race was on.

Jano with his powerful yet reliable engines established the archetype for Alfas in the future. His first design was the P2 Gran Prix model which took the inaugural World Championship in 1925. Regrettably, the company still found itself bankrupt in 1928. Ferrari exited to start his own eponymous marque and Romeo was hot on his heels. Then in 1932 Mussolini's regime used the brand to emblemize Italy by producing both 2900 B type racers and luxury vehicles for the wealthy using coachwork from Pininfarina and Touring.

With no demand for luxury automobiles in post-war Europe, Alfa survived by producing smaller, mass produced cars. Then in 1954 the Giulietta Collectione was introduced with large "berlina" sedans, coupes and two-seater roadsters. All were equipped with the classic Alfa Romeo Twin Cam engine, which remained in production until 1995, the year the marque halted its exportation to the United States.

As 2009 winds to closure, the return of this always exciting marque to the American marketplace in these unpredictable times has generated more talk than real action. Yet, one truth is known: whether it's the Competizione coupe model or the open-top Spider, the 8C is a most impressive machine that continues the legendary Alfa Romeo name.



The History Behind the Marquee



The Alfa Romeo badge is derived from the coat of arms of the city of Milano - where the company was founded over a hundred years ago. When the fledgling "Anonima Lombarda Fabbrica Automobili" A.L.F.A. car company was searching for an emblem to use on their first car the idea to use famous city symbols came to a young designer from the technical office, who noticed the serpent on the Filarete Tower while he was waiting for a tram in Piazza Castello. The

company then simply chose a blue metallic circle with the words ALFA at the top, and the word MILANO at the bottom separated by two Savoy dynasty knots. These represented the two royal families of Milan at the time. Amazingly, in 1932, the French importer for Alfa Romeo persuaded the company to use the word 'Paris' instead of 'Milano' on all the badges of those cars headed for that country. For a short period after WW II the multicolored badge was replaced by a much simpler brass casting with the letters and figures in polished metal on a blood red enamel background. It was further simplified when the Italian monarchy was abolished and the country became a Republic. The Savoy dynasty bows were exchanged for two wavy lines, and the laurel wreath was reduced in size. The colored badge was, however, soon restored; first in cloisonné and later in plastic. The latest changes made to this famous car emblem occurred in 1972 when a factory was opened in Naples. Not wishing to upset the Neapolitan workforce the 'MILANO' was quickly deleted, along with the two wavy lines, and the hyphen between the words, ALFA and ROMEO. The laurel wreath was further reduced to little more than edge filigree. Brand evolution continued when the laurel wreath was reduced to little more than edge filigree.



The 6th Annual Niello Concours at Serrano is proud to be a Sports Car Club of America sanctioned event. Since 1944 the SCCA has brought motorsports to all Americans who share a passion for automobiles, speed and competition. From National Championships to regional events, from the professional arena to the amateur, SCCA has organized, supported and developed auto racing at every level for over six decades.

Automobile enthusiasts owe SCCA for not only keeping the race flame alive but for doing the same for car shows known historically as "Concours d'Elegance". SCCA has provided over the years a judging matrix that has made comparison of various vehicles fair and objective by judging them on a basis of overall originality and the degree of perfection in the restoration.

The guidelines and rules that were set down by the governing body of the SCCA Concours division, is such that the automobiles being showed must be as they came from the factory. Any upgrade or deviation from the manufacture original design of the automobile will be points lost, thus keeping the automobile as original as possible. Most entrants take great pride in keeping to this standard.

In 2008 the SCCA set in motion a new policy. There will be a championship awarded to the automobile that has the greatest number of points for the Concours Season. Each automobile, upon entry into a SCCA Concours, will receive five points for entering the show. For 1st in class five points, for 2nd in class three points, and for 3rd in class two points. The automobile that is chosen Best of Show will receive ten additional points. The automobile that has the greatest number of points at the end of the show season will be declared Concours Champion for that season.

This automobile will be exempt the following year only from the Concours Championship Award but may enter in all shows and be eligible to be a class winner, thus not having the same automobile winning the championship year after year. After a one year absence the automobile will be again eligible for championship competition. The points have been tabulated by the SCCA and the award will be presented today at the 2009 Niello Concours at Serrano.

Ed Therrien ~ Chief of Concours

Butch Wright ~ Chief Judge

Shirley Wright ~ Chief of Scoring

Darren Townsley ~ Chief of Field

Tom Ganno ~ Director of Marketing

Jim Perell ~ Director of Communications/SCCA Liaison

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RACING THE ITALIAN MARQUES IN SACRAMENTO

By GORDON "GORDIE" GLYER

Gordie Glycer Ferrari 250 Testa Rossa after contact with a hot dog stand. California State Fairgrounds in Sacramento on May 14, 1961.

Photo by Webb Canepa

Sacramento's stately old California State Fair Grounds at Stockton Boulevard and Broadway was the site of four exciting road races during the Golden Era of California Sports Car Racing. The course itself had an unmistakable Italian character as it wound for 2.1 miles on real streets lined with trees, buildings and horse barns, circled the grandstand of the one mile horse racing track and consisted of nine major turns including "See's Candy Corner".

Known as a "real road course," Sacramento attracted some very significant Italian racing cars; three of the four feature races were won by Ferraris.

The first event in 1955 was won by Phil Hill in a 3 litre Ferrari 750 Monza. Pete Lovely crunched his 2 litre Ferrari 166 at the start and was done. Sacramento's Sam Weiss finished first in class and third overall in the under 1500cc event in his little 1290cc OSCA MT4, one of the racing jewels built by the Maserati Brothers. A tiny Italian 750cc Giur Spyder ran ninth. The race program lists entries for two additional Ferraris, an A6GCS Maserati, a SIATA 208, an OSCA Abarth and a 748cc Moretti. Charles Rezzaghi, a pre-World War II Alfa Romeo mechanic for Scuderia Ferrari, was entered in his two litre Alfa Romeo Disco Volante.

The 1956 event featured Masten Gregory and John von Neumann in a pair of the latest Ferrari 500 Testa Rosas. Future Ferrari factory Formula One driver Richie Ginther ran a Ferrari called a "Monzetta," the first of two Ginther/von Neumann Ferrari Hot Rods, best described as a 2 litre Mondial fitted with a 3 litre Monza engine. The Hot Rod finished second. Also running in '56 were two OSCAs, a pair of 2 ½ litre Lancias, half a dozen Alfa Romeo

Giuliettas and the A6GCS Maserati, which returned powered by a V-8 Chevrolet.

In 1957, California Ferrari distributor John von Neumann won the feature race in a 2 ½ litre Testa Rosa and Richie Ginther ran fourth in a 2 litre Testa Rosa. Bob Cole ran a 2 litre Ferrari and Charles "Seabiscuit" Howard was aboard a 1488cc OSCA. Chick Leson ran the first Alfa Romeo Veloce Giulietta seen on the West Coast along with five standard Giuliettas.

Safety concerns interrupted and racing did not return to the fair grounds until 1961. By this time Formula Junior, a racing category born in Italy, had become popular and the 1961 event included a pair of Stanguellinis which looked like scaled down Maserati Grand Prix cars and were powered by souped up 1000cc Fiat engines.

Sacramento's Gordie Glycer won the fourth and final feature event with a bright red pontoon fendered 3 litre V-12 Ferrari Testa Rosa. During the early morning practice session, I attempted to pass Dave Ridenour in his Costin Lister Jaguar, got off the regular line and ran over a huge man-hole cover which popped out of its hole causing me to jump a curb and smack a hotdog stand. Fortunately, they weren't yet open for business. A spectator volunteered to open his shop to straighten a bent steering link and his wife Gloria helped remove the headlight assembly and trim away from the aluminum in time for the feature event.

Politicians decided new fair grounds were needed, bulldozed the treasured old landmark and replaced it with the California Exposition, which opened in 1968. For some reason, no provision was made for road racing at Cal Expo. What a shame!

Love at First Touch



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NATUZZI
ITALY

Me Gusta Mangusta

By LESLEY STEIN

Mangusta? Sounds like some sort of prehistoric animal hybrid. Actually, “Mangusta” is Latin for “Mongoose” and is sometimes referred to as one of the most dangerous animals on the planet. When a Mangusta goes after a Mustang, Jaguar, or other untamed species, the end result can be a fiercely competitive animal, or in this case a racecar.

That’s exactly what Alejandro De Tomaso, the fabled Italian automobile manufacturer, had in mind when he produced the stunning De Tomaso Mangustas between 1967 and 1970. He hoped his Mangusta, designed by Giorgetto Giugiaro, would compete favorably with other exotic cars.

Unfortunately the Mangusta, built with a Ford engine, was costly to produce. In 1971 it was replaced by the less expensive to build, but no less vibrant, De Tomaso Pantera. “Pantera” is Italian for “Panther”, another wild and fast animal/race car. In an effort to import the Pantera to America, De Tomaso formed a partnership with the venerable Kjell Qvale (pronounced Shell Ka-VA-lee), an exclusive car importer. Eventually, the De Tomaso and Qvale partnership went by the wayside with Qvale taking sole ownership and opening the door for the glory days of the Qvale Mangusta.

In 2000 Qvale and his sons sought to reintroduce the Mangusta





to American sports car enthusiasts. Originally built as the De Tomaso Bigua, The Qvale Mangusta was a stunning, awe-inspiring high performance sports car.

The Qvale Mangusta was designed by Marcello Gandini and hand-built in Modena Italy, just like Ferraris, Maseratis and Lamborhinis. Endowed with a roaring 320-horsepower V-8 engine (the same engine used in the Ford Mustang Cobra), the rear-drive Mangusta was able to accelerate from zero-60 mph in a little over five seconds and attain speeds upwards of 160 mph. With a \$70,000 price tag, the car was equipped with a removable top, rich leather interiors including a black leather steering wheel, and was available in an array of exotic colors including Santorini Blue Pearlescent, Mangusta Green Metallic, and Tigre Yellow.

Today, the Italian-bodied car with it's American engine is a rare collectible. Between 2000 and 2002 Qvale only built 270 of these exotic street car Mangustas, having sold the rights in 2003 to Britain's MG Rover Group.

Kjell Qvale is a legend in the automobile world with a track record of over 50 years experience as an importer and distributor of luxury brand autos. His successful San Francisco car dealership put him on the map. But it was his involvement with the Mangusta that put him in the center of the bulls-eye for the Trans Am Race series in 2000 and 2001, and again in 2007 in the SCCA GT-1 series.

To coincide with the launch of the exotic and racy streetcar Mangusta, the innovative Qvale had two cars built specifically as racecars as a crosspromotion. One car was built for and driven by Qvale's son Bruce. The other was driven by professional racecar driver Brian Simo in the 2000 and 2001 Trans-Am race series. Tommy Bahama sponsored the bright yellow Mangusta racecars. The Qvales sought out one of the best in the business to build their racecars: Huffaker Engineering. Together they formed

Huffaker Qvale Motorsports and produced the Huffaker Qvale Trans Am Mangusta. It's a silhouette racer, meaning the shape is that of the Qvale Mangusta street car with a purpose built racecar underneath. The Trans Am Mangusta has more than 660 horsepower and is controlled without computers.

The first year out, the team Huffaker Qvale Mangusta raced with much success winning it's first race at Sebring International Raceway in Florida followed by wins at Lowes Motor Speedway in Charlotte, North Carolina, and Mosport International Raceway in Bowmanville, Ontario. Brian Simo was behind the wheel for all these races, and ultimately, the Qvale Mangusta racked up the most points winning the 2000 SCCA Trans Am championship series title. Viva Mangusta.

Since then new private owners of the Qvale Mangusta race cars have enjoyed club competitions such as the California SCCA Series. It is with pleasure that the Niello Concours urges you to seek out Kjell Qvale today as he tours the Festa d'Italia as an Honorary Judge to hear his first hand account of his astonishing life with cars.





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AUTOMOBILE SPECIALE

1953 SIATA 208 S

Larry & Jane Solomon of Woodside, California



Not to be missed at the Festa d'Italia is a one of its kind black 1953 SIATA 208S Spyder with a cherry red interior owned and shown by Larry and Jane Solomon of Woodside, California. SIATA was an acronym for "Societa Italian Auto Trasformazioni Accessori" which began to produce speed equipment for Fiat automobiles in 1926. After WWII, SIATA began producing its own cars. In 1953 the firm introduced the 208S with a glorious two litre Fiat V8 engine.

This particular vehicle, BS519, is widely regarded to be the finest 208S currently in existence. It is a four owner car with known history from new. Its original owner lived in Los Altos, California and purchased the car from

Ernie McAfee Engineering in 1954 who raced it with considerable finesse. The owner kept the car until 1989, accumulating just 10,000 miles during that period, and the car had never been restored at that point. Its second owner undertook a comprehensive two-year restoration and entered the car in Pebble Beach in 1991. The car took first in class, and was then sold on to an enthusiastic new owner in 1992, who entered the car in the world's major driving events during the next decade. In 2003, a freshening evolved into a complete restoration bringing the car back to exact 1954 specifications, including the color combination. The owner entered it in Pebble Beach again in 2006 where a first place was awarded, as well as the Road and Track Trophy which represented the editors' choice for car they would most like to drive.



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Sacramento magazine is the region's most sophisticated lifestyle publication, committed to celebrating our local lifestyles by providing information that enlightens our readers. We are also proud to introduce sacmag.com, your daily access to the region and the region's best lifestyle publication. Read past issues and features, find a restaurant, read reviews, browse Snapshots and much more. Nobody knows Sacramento like Sacramento magazine!

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A Tale of Two Alfas

BY JUDDI BRAVO



Among the entries at the Festa d' Italia is a pair of Alfa Romeos from the early 60's with two distinct tales about how the many years of their lives have been spent. True, both the 1960 Giulietta Sprint owned by Bud Collins of Diamond Springs, California, and the 1961 version owned by Michael Ingegno from Oakland spent many years in dark storage before their day in the sun at Serrano today.

Collins purchased his prize vehicle in 1975 for six hundred dollars. That's all the car was worth. Then Collin's life took other directions: marriage and home ownership for examples. Finally in 2003 after being "surplussed" from his job he began a hands-

on restoration that is kind of an "it's an ill wind that blows no good" story. He had the time to follow his dream at last, and he took three years to complete the task.

Meanwhile Ingegno found his entry only eighteen months ago after it had spent a quarter of a century in storage in the second owner's carport less than a mile from his home. The vehicle underwent a complete mechanical and interior restoration, but happily the thirty-five year old Italian paint was buffed to a beautiful patina. The auto was a "sleeping beauty" as the story ends.



AUTOMOBILE SPECIALE

1971 FIAT 500 L

Dick & Carol Cowan of Gold River, California

Dick and Carol Cowan started an assignment in Italy in 1998. Dick was working for an engineering company which won a contract with the U.S. Navy to provide estimating, scheduling, and quality control personnel for the Navy's construction projects around the Mediterranean. They moved into an old but updated villa north of Naples, Italy where the Navy had its engineering headquarters.

Dick and Carol had owned Italian cars before, but this time, they were impressed with the thousands of the tiny Fiat 500's they saw scooting around the infamous Italian traffic and small streets. This model of Fiat had been designed after World War II to allow Italian families whose livelihoods and factory jobs had been bombed away to afford transportation. Millions were sold from 1952 to 1974, and many of these are still running as parts are readily available and mechanics can fix them quickly and easily. The Cowans felt that the cars ability to park in tiny spaces, fuel economy, and cute appearance would keep them popular for decades to come. So as their assignment drew to a close, Dick and Carol bought this one from a used car dealer, just as it is now, for less than six million lira (\$3000). As the movers packed their furniture into a large sealand van, the Fiat slipped along, too. See the stowaway today at the Festa d'Italia. Buono Cowans.

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Zsa Zsa Gabor



Liberace and his mother



The Beatles

FESTA D'ITALIA CELEBRATING THE ITALIAN MARQUES

Class G

Lamborghini to 1987

- 70** 1987 ~ Lamborghini Jalpa
Bill Overhauser of Rancho Murietta, California
- 96** 1967 ~ Lamborghini Muira
Ruth Sanders of Ione, California
- 131** 1984 ~ Lamborghini Countach
Todd Lindenmuth of Elk Grove, California

Class H

Ferrari to 1974 including Dino

- 32** 1967 ~ Ferrari 330 GTC
Judy Fitzpatrick of Rescue, California
- 50** 1972 ~ Ferrari 246 GTS Dino
Greg Houck of Folsom, California
- 51** 1962 ~ Ferrari 250 GTE
Bill Finkbeiner of Auburn, California
- 89** 1962 ~ Ferrari 250 GTE
Jim Bonney of Carmichael, California
- 141** 1965 Ferrari 275 GTS
Joe Hensler of Fair Oaks, California

Class I

Ferrari 1975 to 1987

- 7** 1985 ~ Ferrari 308 GTS QV
Dave Harris of Granite Bay, California
- 19** 1975 ~ Ferrari Dino 308 GT4
Anne Steele of San Bruno, California
- 39** 1982 ~ Ferrari 308 GTSi
Greg Smith of Los Gatos, California
- 83** 1987 ~ Ferrari Testa Rossa
Shannon & Terrie Rogers of Loomis, California
- 118** 1982 ~ Ferrari 308 GTS
Craig Wall of Folsom, California
- 119** 1983 ~ Ferrari 512 BBI
Jesse Marquez of Sacramento, California
- 125** 1986 ~ Ferrari 328 GTS
Bob Ochi of Sacramento, California

* Class IM

Italian Motorcars 1988 to Present

- 15** 2003 ~ Lamborghini Murcielago
Jeff Wolfe of Santa Rosa, California
- 55** 2005 ~ Lamborghini Gallardo
Art Dunn of El Dorado Hills, California
- 56** 2003 ~ Lamborghini Murcielago
Glen Cramer of Sloughhouse, California
- 77** 2005 ~ Maserati Gransport
Sam & Sherri Melchner of Lincoln, California
- 126** 2008 ~ Lamborghini Gallardo Spider
Michael Blore of Granite Bay, California
- 130** 1988 ~ Alfa Romeo Graduate
Martha Roten of El Dorado Hills, California
- 138** 1993 ~ Alfa Romeo Spider Veloce
Robert & Brenda Wheatley of Shingle Springs, California

Class IM1

Italian Motorcars to 1987

- 72** 1960 ~ Alfa Romeo Giulietta Sprint
Bud Collins of Diamond Springs, California
- 97** 1971 ~ Fiat 500 L
Dick Cowan of Gold River, California
- 106** 1959 ~ Lancia Appia
Bill O'Sullivan of Sacramento, California

Class ISC

Italian Sports Cars to 1987

- 10** 1953 ~ SIATA 208s
Larry & Jane Solomon of Woodside, California
- 27** 1973 ~ Alfa Romeo Spyder
Lenny Pollacchi of Sacramento, California
- 37** 1972 ~ De Tomaso Pantera
Jim Peterson of San Francisco, California
- 38** 1972 ~ Alfa Romeo Jr. Zagato
Ruth Ann Yeager of Castro Valley, California
- 57** 1973 ~ De Tomaso Pantera
John McNamee of Rancho Murietta, California
- 58** 1973 ~ Iso Rivolta Grifo
Mike Clarke of El Dorado Hills, California
- 108** 1961 ~ Alfa Romeo Giulietta Sprint Speciale
Michael Ingegno of Oakland, California
- 144** 1956 ~ Nash Rambler Palm Beach
Betty Harguindeguy of Murphys, California

EXHIBITOR LIST

* Class J

Sponsored by... Salerno Motorsports

Ferrari 1988 to Present

- 13 2000 ~ Ferrari 550 Maranello
Neil Collepari of El Dorado Hills, California
- 23 1993 ~ Ferrari 348 GTS
Marcus McVicker of Sacramento, California
- 61 2002 ~ Ferrari 360 Modena
Michael Powell of Camino, California
- 62 1991 ~ Ferrari F-40
Gerard Vandemergbel of Pinon Hills, California
- 66 1999 ~ Ferrari 550 Maranello
Frank Lograsso of Loomis, California
- 79 2003 ~ Ferrari 360 Spider
Rich Fiechter of Granite Bay, California
- 80 1996 ~ Ferrari 355 Spider
Jimmy Adams of Sacramento, California
- 102 1997 ~ Ferrari 355 Spider
Jeremy Burr of El Dorado Hills, California
- 104 2001 ~ Ferrari 360 F-1 Spider
Kevin Wong of Roseville, California
- 111 2007 ~ Ferrari F 430 Spider
George Crum of Auburn, California
- 112 1999 ~ Ferrari 355 Spider
Michael Balch of Rocklin, California
- 115 2008 ~ Ferrari F 430
Jason Pasquetti of Granite Bay, California
- 116 2005 ~ Ferrari F 430
Jerry Reagan of Granite Bay, California
- 120 2006 ~ Ferrari F-430 Spider
Rich Powers of Rocklin, California
- 121 1996 ~ Ferrari 355 Spider
Rick Johnson of Lincoln, California
- 122 1998 ~ Ferrari 550 Maranello
Leo Fiori of Cameron Park, California
- 123 1988 ~ Ferrari Testa Rossa
Salerno Motorsports of Rocklin, California
- 127 1992 ~ Ferrari 512 TR
Ward Smith of Granite Bay, California
- 136 2004 ~ Ferrari 360 Challenge
John Moore of Granite Bay, California

Class K

Maserati to 1987

- 1 1973 ~ Maserati Bora
Wilson Werhan of Walnut Grove, California
- 78 1977 ~ Maserati Khamsin
Eugene O'Gorman of Pleasanton, California
- 93 1970 ~ Maserati Indy
John Asmus of Sutter Creek, California
- 133 1972 ~ Maserati Indy
James Gee of Carmichael, California

Class L

Exotics to 1987

- 11 1980 ~ BMW M-1
Chris Provo of San Francisco, California
- 47 1977 ~ Porsche 930
Chris Hinojosa of Rocklin, California
- 124 1987 ~ Porsche 930
Scott Roemisch of Grass Valley, California

* Class L-2

Sponsored by... The Hinojosa Family

Exotics 1988 to Present

- 9 2006 ~ Factory Five GTM
Judson Shutts of Hollister, California
- 52 2006 ~ Lotus Elise
Bob Finkbeiner of Sacramento, California
- 92 2010 ~ Porsche GT 3
John Sheppard of Penn Valley, California
- 110 2004 ~ Porsche C4 S
Dave & Lisa Baker of Applegate, California
- 113 1989 ~ Porsche Speedster
John & Claudia Harding of Auburn, California
- 114 1997 ~ Porsche 993 Turbo
John & Claudia Harding of Auburn, California
- 117 2006 ~ Bentley Continental
Jerry Reagan of Granite Bay, California
- 134 2005 ~ Ford GT
Sebastian Bariani of Sacramento, California

Class A

The Classics of 1925 to 1948

- 48 1941 ~ Chrysler Newport Lebaron Phaeton
John White of Sacramento, California
- 53 1935 ~ Bentley Derby/Bertelli
Robert Cole of Woodside, California
- 59 1937 ~ Delage D 8 120
*Academy of Art University
San Francisco, California*
- 64 1935 ~ Packard Phaeton
Rick Niello of Sacramento, California
- 65 1937 ~ Packard 115 Convertible
Rick Niello of Sacramento, California
- 107 1947 ~ Jaguar Mark IV
Howard Clarke of Springville, California
- 109 1937 ~ SS Jaguar
David Shields of El Dorado Hills, California
- 142 1932 ~ Packard Shovel Nose
James McCormack of Placerville, California
- 143 1937 ~ Packard 1500 Sedan
James McCormack of Placerville, California
- 145 1941 ~ Cadillac Convertible Coupe
Marshall Kraus of Sacramento, California

Class Com

Commercial Vehicles

- 36** 1930 ~ Ford C-Cab Delivery
Joe Wachtel of Diamond Springs, California
- 40** 1917 ~ REO Funeral Coach
Dick Smith of Sunnyvale, California
- 91** 1935 ~ REO Speedwagon
Pete Van Steyn of Lockeford, California

* Class D

Winners Row - 2008

- 22** 1963 ~ Jaguar Mark X
Micah Wellman of Sparks, Nevada
- 73** 1965 ~ Porsche 356 SC
Jerry Killany of Granite Bay, California

Class F

Muscle Cars 1963 to 1972

- 4** 1969 ~ Ford Mustang
Nelson Cardadeiro of Tracy, California
- 6** 1968 ~ AMC AMX
Sy Tashjian of Millbrae, California
- 98** 1969 ~ Chevrolet Camaro
Ron Roach of S. San Francisco, California

Class M

Antiques to 1919

- 74** 1912 ~ Buick Model 43
Patrick Hopkins of Sacramento, California

Class O

Vintage to 1948

- 2** 1929 ~ Ford Coupe
Glen Johnson of Camino, California
- 20** 1936 ~ Ford Coupe
Leonard Brewer of Georgetown, California
- 103** 1930 ~ Ford Model A Coupe
Luther Vinson of El Dorado Hills, California

Class PRS

American Manufacture 1949 to 1970

- 12** 1957 ~ Chevrolet Bel Air
Steve & Kaye Kramer of Shingle Springs, California

- 16** 1963 ~ Ford Thunderbird
LeRoy Siebert of Sacramento, California
- 26** 1959 ~ Ford Thunderbird
Rueben Lusvardi of Shingle Springs, California
- 30** 1962 ~ Chrysler 300H
Doug Warrener of Fair Oaks, California
- 34** 1970 ~ Ford Torino GT
Deborah Clendenning of El Dorado Hills, California
- 68** 1960 ~ Ford Thunderbird
Sal Sheri of Esparto, California
- 85** 1954 ~ Cadillac Coupe d'Ville
Jim Hearn of Sacramento, California
- 88** 1957 ~ Chevrolet Bel Air Convertible
David Fletcher of Brentwood, California
- 128** 1957 ~ Chevrolet Bel Air Sports Sedan
Patrick Rodgers of Rescue, California
- 135** 1949 ~ Packard Convertible
Bill/Carol Norton of American Canyon, California
- 137** 1965 ~ Ford Thunderbird
Andrew & Alice Weast of Roseville, California

Class T

American Sports Cars 1953 to 1967

- 3** 1959 ~ Chevrolet Corvette
John Clemens of El Dorado Hills, California
- 24** 1956 ~ Ford Thunderbird
Jacque Flaig of Granite Bay, California
- 25** 1967 ~ Chevrolet Corvette
Ken Hansen of San Francisco, California
- 35** 1954 ~ Kaiser Darrin
Jim Orsburn of Gold River, California
- 69** 1962 ~ Chevrolet Corvette
Tim Hunter of Manteca, California
- 71** 1964 ~ Chevrolet Corvette
Leo Michaud of Rocklin, California
- 100** 1963 ~ Studebaker Avanti
Jon Snyder of Rancho Murietta, California

Class U

Foreign Sports Cars to 1956

- 5** 1953 ~ Arnolt MG-Bertone
James & Karyn Silva of Castro Valley, California
- 21** 1953 ~ Jaguar XK 120 DHC
Danno Raffetto of Placerville, California
- 31** 1955 ~ Jaguar XK 140 FHC SE
Geoffrey Horton of Sonora, California
- 132** 1952 ~ Jaguar XK 120 OTS
Brad Hawwn of Modesto, California

EXHIBITOR LIST

Class U-1

MG of TA-TC-TD

- 17 1947 ~ MG TC
Douglas Spindler of Shingle Springs, California
- 18 1939 ~ MG TA
Douglas Spindler of Shingle Springs, California
- 29 1948 ~ MG TC
James Costigan Jr of Lincoln, California
- 86 1948 ~ MG TC
Sean McKenna of San Bruno, California
- 99 1952 ~ MG TD
Frank Hilsber of Folsom, California

Class V

Foreign Sports Cars 1957 - 1977 under \$5,000

- 14 1967 ~ Austin Healey 3000 MkIII
Larran Walls of Antelope, California
- 28 1965 ~ Lotus Elan S2
Barry Swackhamer of San Jose, California
- 76 1963 ~ Austin Healey BJ 7 3000
Randy Andorko of Elk Grove, California
- 95 1965 ~ Jaguar MK II 3.8
Ed Brewer of Elk Grove, California
- 139 1970 ~ Morgan Plus Eight
Hank & Cathy Feenstra of Carmichael, California

Class V-1

Porsche 356

- 54 1965 ~ Porsche 356 C Cabriolet
Ted Blake of Sacramento, California
- 67 1959 ~ Porsche Convertible D
Rick Niello of Sacramento, California
- 81 1958 ~ Porsche 356 A Coupe
William Dissler of Saratoga, California
- 84 1963 ~ Porsche 356 B Coupe
Dave Gilmore of Sacramento, California
- 101 1959 ~ Porsche 356 A Coupe
Mark York of Gold River, California
- 129 1957 ~ Porsche 356 A Coupe
Jim Roten of El Dorado Hills, California

Class VRC

Vintage Race Cars

- 33 1963 ~ Lotus Type 27
Jack Fitzpatrick of Rescue, California
- 41 1966 ~ Ford Shelby GT 350
Gimble Gordon of Roseville, California
- 42 1964 ~ Dragster Double A Fuel Dragster
Larry Crossan of El Dorado Hills, California
- 43 1969 ~ Chevrolet Z28 Camaro/Sunoco
Ken Epsman of Roseville, California
- 44 1972 ~ AMC/AMX Javlin
Ken Epsman of Roseville, California
- 45 1970 ~ Dodge Challenger
Ken Epsman of Roseville, California
- 46 1964 ~ Sunbeam Alpine
Bill Atalla of Reno, Nevada

Class W

Foreign Sports Cars 1957 - 1977 over \$5,000

- 8 1969 ~ Mercedes 280 SL
Gerry Holzapple of Grass Valley, California
- 82 1968 ~ Jaguar E Type Roadster
Michael Tatro of Sacramento, California

Class Y

Foreign Passenger Cars 1957 - 1977 under \$6,000

- 75 1962 ~ Volkswagen Karmann Convertible
Tony & Pat Olmo of Monterey, California
- 87 1960 ~ Morris Mini
Sean McKenna of San Bruno, California
- 94 1958 ~ Volkswagen 23 Window Bus
Marshall Anders of El Dorado Hills, California
- 105 1964 ~ Amphicar Convertible
Mark Dawn, Wyatt Swinger of Orangevale, California
- 140 1962 ~ Volkswagen 21 Window Bus
Jonathan D'Atillio of Lincoln, California

Class Z

Foreign Passenger cars 1957 - 1977 over \$6,000

- 63 1972 ~ Mercedes 600 Limousine
Rick Niello of Sacramento, California
- 90 1963 ~ Daimler Majestic Major Limousine
Daniel Roberts of Tiburon, California

*** Not eligible for SCCA judging, but eligible for Best of Class or Specialty Awards**

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AUTOMOBILE SPECIALE

1956 NASH RAMBLER PININFARINA PALM BEACH

Owned by Betty Harguindeguy of Murphys, California



After the American Motors Corporation merged with the Nash Company, they approached Batista Farina at Pininfarina to design a Rambler based 2-seater coupe called the Palm Beach. This one-off concept car exemplifies the ideas that might have directed American Motors to greater success in 1956. Alas, the advanced one of a kind Italian dream car was unfortunately never considered for production. Having been exhibited at many auto shows by Pininfarina, the car was owned by the then – president of Nash Motor Car

Company, Roy Chapin, and it stayed in his family for several years. Bought by Jacques Harguindeguy in 2007, it has been restored and is now exhibited in his memory by his family today at the Festa d'Italia.

Jacques "Frenchie" Harguindeguy was a favorite personality in the California Concours d'Elegance circuit. One well remembered tale he told was about his gorgeous mid-eighties Lamborghini Countach. He recounted that after his first real drive of the new car he took it home, and carefully put it in his garage. Hours later, the car buff returned to find newly burnt holes in his garage door opposite the exhaust system. Frenchie sure knew how to live.



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BEST OF SHOW
2008



**1933 Packard
1004 Coupe Roadster**

Robert Tiffin
Red Bay, Alabama

NIELLO
CONCOURS at SERRANO

SPECIALTY

GRAND MARSHALL AWARD
1955 Porsche ~ 356 Continental
Mr Sansome
Elk Grove, CA



HONORARY JUDGES AWARD
1947 Cisitalia ~ D 46 Monoposto
Mark Sange
Bolinas, CA



THE GALA AWARD
1954 Buick ~ Skylark Convertible
Rick Niello
Sacramento, CA



THE ULTIMATE DRIVING TOUR AWARD
1950 Ford ~ Police Car
Eric Foster
El Dorado Hills, CA



PEOPLES CHOICE AWARD
1955 Mercedes ~ Gullwing
Larry Solomon
Woodside, CA



AWARDS 2008

LADIES CHOICE AWARD
1974 Porsche ~ 914 Can Am
Brooks Ohlson
Granite Bay, CA



LA BELLA VITA AWARD
2003 Lamborghini ~ Murcielago
Glenn Cramer
Sloughouse, CA



ENTHUSIAST PORSCHE AWARD
1955 Porsche ~ 356 Speedster
Larry Wilson
Fair Oaks, CA



MOST ELEGANT MOTORCAR
1949 Packard ~ Convertible
William Norton
American Canyon, CA



OUTSTANDING MARK OF ELEGANCE
1957 Cadillac ~ Eldorado Brougham
Geoffrey Smith
San Rafael, CA



2008 SCCA CHAMPIONSHIP AWARD
1947 Jaguar ~ MK IV
Howard Clarke
Springfield, CA



CLASS A
Classics USA & European



1933 Packard 1004 Coupe Roadster
Robert Tiffin ~ Red Bay, AL

CLASS E
Preservation Class



1956 Mercedes 190 SL
William Brooks ~ Santa Cruz, CA

CLASS F
Muscle Cars 1963-1972



1968 Ford Mustang GT/CS
Mike Jewel ~ Chicago Park, CA

CLASS GM 1
Pre WWII



1940 La Salle 50 27 2 Door Coupe
Marshall Kraus ~ Sacramento, CA

CLASS GM 3
1950-1959



1954 Buick Special
Dave Hill ~ Fair Oaks, CA

CLASS GM 4
1960-1972



1966 Oldsmobile Toronado
Gary Hinman ~ San Jose, CA

CLASS GM 5
Muscle Cars Through 1972



1967 Chevrolet Chevelle SS
Pete Bernardoni ~ El Dorado Hills, CA

CLASS H
Ferrari 1974 Including Dino



1972 Ferrari Dino 246 GT
Sal Zammitti ~ Moraga, CA

CLASS I
Ferrari 1975-1989



1987 Ferrari Testa Rossa
Shannon Rogers ~ Loomis, CA

CLASS J
Ferrari 1990 - Present



1999 Ferrari 550 Maranello
Frank Lograsso ~ Loomis, CA

CLASS L
Exotics



1973 Maserati Bora
Wilson Werhan ~ Walnut Grove, CA

CLASS L1
Performance



1965 Shelby Cobra
Michael Powell ~ Camino, CA

CLASS M
Antiques to 1919



1908 REO
Joe Annino ~ Gold River, CA

CLASS N
Vintage Open Through 1948



1931 Ford Sports Coupe
Larry Ryder ~ Diamond Springs, CA

CLASS PORSCHE 1
Porsche 356 Body Open



1953 Porsche Cabriolet
Robert Murray ~ Granite Bay, CA

CLASS PORSCHE 1B
Porsche 356 Body closed



1965 Porsche 356 SC
Jerry Kiliany ~ Granite Bay, CA

AWARDS 2008

CLASS PORSCHE 2 Porsche 356 Body Closed



1961 Porsche 356 B
Tim Wilson ~ *Folsom, CA*

CLASS PORSCHE 3 Porsche 911 thru 1973



1972 Porsche 911 T
Michael Wilson ~ *Granite Bay, CA*

CLASS PORSCHE 4 Porsche 911 1974 - 1989



1987 Porsche 930 S
Bill Keegan ~ *Sacramento, CA*

CLASS PORSCHE 5 Porsche 1990 to Present



1986 Porsche 928 Coupe
Kent Brandon ~ *Newcastle, CA*

CLASS PORSCHE 5-1 Porsche



1997 Porsche 993 Turbo S
John Harding ~ *Truckee, CA*

CLASS PORSCHE 9 Porsche



1972 Porsche 914
Paul Sayegh ~ *El Dorado Hills, CA*

CLASS R American Closed 1949-1960



1953 Kaiser Dragon
Larry Rodkey ~ *Elk Grove, CA*

CLASS T American Sports Cars 1949-1960



1955 Ford Thunderbird
Rich Flaig ~ *Granite Bay, CA*

CLASS T1 Corvettes 1963-1967



1966 Chevrolet Corvette Roadster
Gary Hiltunen ~ *Chester, CA*

CLASS T2 Corvettes Through 1962



1954 Chevrolet Corvette
Bud Barnes ~ *Folsom, CA*

CLASS U Foreign Sports Cars through 1956



1955 Mercedes Gullwing
Larry Solomon ~ *Woodside, CA*

CLASS U2 MG TD & TC's



1953 MG RDS
Rueben Lusvardi ~ *Shingle Springs, CA*

CLASS V Foreign Sports Cars Under 5K



1966 Sunbeam Tiger
Pete Bernardoni ~ *El Dorado Hills, CA*

CLASS VCR Vintage Race Cars



1947 Cisitalia D 46 Monoposto
Mark Sange ~ *Bolinas, CA*

CLASS W Foreign Sports Cars Over 5K



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Keeping Pace with a SURVIVOR

By JOHN WHITE

After the Chrysler Airflow received a lukewarm reception by the car-buying public in the 1930s, then-Chrysler President K. T. Keller knew he needed to impress upon the media, the dealers and the prospective car buyers that Chrysler could be a design trend-setter. Competition proved daunting for Chrysler, especially when Harley Earl's Art and Color Department at General Motors had upstaged all other marques at the 1940 Detroit Auto Show, with the Buick "Y" Job. Chrysler's designers responded with two important concept cars in 1941: The Thunderbolt, and the Newport. The Company built six Newports based on an original design by Alex Tremulis while Ralph Roberts, of LeBaron, executed much of the project. There are five of these Newports known to still be in existence: The Walter P. Chrysler Museum, the National Automobile Museum in Reno (ex-Lana Turner Topping car), the Rich Atwell Collection, the Roger Willbanks Collection, and this car which is in the Ramshead Collection, Sacramento.

Chrysler Newport cars of the era were built on the Imperial's 145.5-inch wheelbase platform, and powered with Chrysler's proven inline eight-cylinder 323.5 cubic inch engine via their Fluid Drive transmission. It should be noted that in the 1940s, the ex-Lana Turner Topping Newport's drive train was replaced with a Cadillac engine and Hydramatic combination, by New York Yankee owner Dan Topping. Lana Turner Topping felt the Fluid Drive transmission, with clutch, was too awkward for her to drive, or as the legend goes.

The 1941 Newport Phaeton shown today at the Niello Concours at Serrano was one of the last coach-built phaetons built. No exposed joints or moldings are visible between the body and fenders. Therefore, the body appears to be stamped from one single sheet of metal. The body has been crafted of aluminum, while the front fenders and cowl are steel. The front full wheel cutouts and fender skirts at the rear, lend a long and low profile that is profoundly elegant despite the Newport LeBaron's sizable proportions. Other design queues include its massive bi-plane type bumpers and its four cutaway window-less doors. Twin aircraft-style cockpits can seat three people abreast. Seating areas are separated by cowlings that is electrically controlled from the driver's controls, to raise and lower for rear cabin passengers' convenience as they exit and enter. When the dual windshields are folded flat, the



car assumes an even lower and more streamlined coachline.

The Indianapolis Motor Speedway selected a LeBaron Newport as its 1941 Pace Car. Driven by A. B. Courture, it was the only non-production official Pace car ever selected by the Speedway Association. We are unable to document which of the six LeBaron Newport cars was the actual Pace car in 1941. It is clear, however, from Indy 500 official media photographs, that the original car was fitted with hidden headlights. Only two of the cars were so equipped: This Ramshead Collection car, and the Richard Atwell car. The Ramshead car is serial number "001", which suggests that this could have been the actual Pace car. It is also possible that more than one Newport was used at The Speedway on May 31, 1941. One may have been used as the Pace car and another, or others, as transportation cars for Speedway officials.

The earliest ownership documents date from the 1960s and 1970s when the car was in the Paul Sterns Collection in Manheim, Pennsylvania. Mr. Sterns was widely recognized as having the finest Chrysler Collection in existence, before car collecting became widespread, as it is today. We understand that Buzz Reinhardt of Pennsylvania purchased this Newport from The Sterns Collection and held it for several years before selling it to the Imperial Palace. While at the Imperial Palace it may have been sold, or lent, to both the Blackhawk Collection and Russell Head, a collector from the Bay Area. The car was displayed at the Imperial Palace, The Candy Store and the Blackhawk Collection during the 1980s and 1990s. It was sold to Joseph Cassini of West Orange, New Jersey. The Ramshead Collection of Sacramento, California, purchased the car early in 2008. Ramshead performed a ground up restoration and was invited to bring the car to The Pebble Beach 2009 Concours where it received 99.5 points out of a possible 100 points.



EVOLUTION OF THE

The phrase may be French, but the beginnings of the Concours d' Elegance are rooted firmly in ancient Rome, where chariot drivers paraded around the arenas in their highly prized chariots with decorated harnesses and magnificently adorned horses. When the automobile replaced the horse-drawn carriage, an area or space where the latest automobiles could be admired was known as a "Concours" — simply a gathering place wide enough to accommodate a crowd. Here autos could be displayed in a grand manner to please the elite of the 1900s, to whom style was of prime importance.

By the end of WWI, with basic engineering problems out of the way, automobile designers turned their attention to speed, comfort, and above all, elegance. Since coachwork was produced separately from the engine and chassis, there were few constraints

for design, and the resultant automobiles have never been equaled for opulence or aesthetic appeal. In both Europe and the United States, people of wealth were eager to spend lavishly on these exciting machines.

In a shrewd move to attract elite clientele, hoteliers at exclusive European resorts held competitions for these stylish cars. The result was a series of annual and semi-annual Concours in which cars were "judged" on their style, engineering, and aesthetic appeal. The cars were all new and were the best money could buy. Hence, drivers added still another variable by dressing appropriately to the styles of their automobiles. Judges were asked to weigh the overall effect of the creative entries in those contests of elegance.



CONCOURS D'ELEGANCE

By JUDYTH BRAVO

The Great Depression put an end to the Concours that had been such enjoyable events for both entrants and spectators alike. Fortunately, the end of WWII produced a tremendous interest both in the collecting and the restoring of antique and classic cars. Informal Concours were held once more, and in 1951 a full-blown Concours d'Elegance was held at Del Monte Lodge in Pebble Beach for mixed makes of cars from the West Coast. This pivotal show served as the model for Concours to come.

In the modern Concours d'Elegance, strict judging takes into consideration historical significance, presentation, appearance, authority, and the restored or original condition of each vehicle. The engine, chassis, interior and exterior of

each car is inspected. The owner must start the entry, move it forward and backward (if space allows), and turn on lights, turn signals, and brake lights. Windows must be put up and down; doors opened and closed.

Each entry begins with a perfect score of 100 points. Judges deduct one to five points for any flaw found depending on its severity. The entry with the highest score in each class wins first place. In an SCCA-sanctioned Concours, a vehicle must have at least 80 points to win first place, 60 points to win second, and 50 to take third. Often only a point or two separates winners. The "Best of Show" is chosen from the first place winners in all classes, but the Honorary Judges' award is chosen from the entire field by a group of dignitaries and enthusiasts. Let the show begin!





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AUTOMOBILE SPECIALE

1959 LANCIA APPIA

Bill O'Sullivan of Sacramento, California

“D

ependable” is not an adjective often applied to Italian marques. However, Bill O’Sullivan of Sacramento applies it to his 1959 Lancia Appian Berlina he is showing at this Festa d’Italia. With its grayish blue exterior and elegant grey mohair interior, this four door sedan was sold new in southern California and can still make the journey to and from Sacramento under its own power at highway speeds of 75-80 miles an hour. Produced from 1953 to 1963 the apian Berlinas were very desirable in Italy due to their combining a very comfortable four passenger cabin and excellent road manners with real reliability.

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THE BEGINNINGS OF THE

An historic artificer is usually not considered in the genera of Italian automakers the likes of Fiat, Alfa Romeo, Lamborghini, Lancia, Maserati or Ferrari, builders of the fastest racing cars in the world at the time of their building. Perhaps this one might. Leonardo Da Vinci was considered a recluse, a man adroitly engaging many disciplines, artist; engineer, inventor and made detailed sketches and drawings of his observations of nature and his many inventions conceived as solutions to situations he was confronted with during the times in which he lived. Other inventions were related to war constructed as a service to a ruling monarch. Much of what he wrote describing his sketches and drawings was purposely recorded backward, a code to deter decipher. His quantity of work was compiled in numerous volumes called simply, *Codex*. An entry examined centuries after Da Vinci recorded it appeared to describe a car he had conceptualized in 1496 A.D. In all probability it wasn't constructed during his lifetime. The Codex entry was examined by a team of scholars, engineers and craftsmen assembled at the Institute and Museum in Florence, Italy in 1992 (a time vastly different from Da Vinci's 1496). It was assiduously pondered for a considerable time leading to the generation of a digital model of what seemed to be described. The team concluded it to be a car that could move under its own power - an auto-mobile. Information taken from Da Vinci's sketches and the digital model contributed to success in crafting a functioning vehicle. The strange contraption in its full form was a car of 5 feet 6 inches in length, a little over four feet wide and powered by a complicated engine made of springs and mechanical gearings. The team computed the length of travel the car was capable of covering with each winding of the engine-springs to be a modest 130 feet. It also speculated that having a man on board during a test drive would create a situation far too dangerous to risk life & limb - a ride from 0 to whatever in? Thus, by constructing a one third scale model or robot its operation could be tested without risk of injury. What was the outcome of the endeavor? The sketches and drawings contained in the *Codex* did function as a car; an auto-mobile. As the car might travel a distance of 130 feet with each springs-winding only to be wound again and again to provide for a man's journey he might describe the process as a "steady-by jerks" ride. The Da Vinci car was recently displayed in an exhibit presented briefly at an air museum on the grounds of the former McClelland Air Force Base in Sacramento, California.

Leonardo da Vinci of Tuscany, Italy made sketches and drew plans for the world's first car he conceptualized in 1496.

A COMING OF AGE - PLAYERS



A company called FIAT was founded in 1899. It produced a beautiful car called the Fiat 3½ CV. This car is said to have achieved a speed of twenty-two miles per hour. Being equipped with a 769 cc, 4.2 hp, two cylinder engine the car got twenty-nine miles per gallon

A company called LANCIA was founded in 1906 by Vincenzo Lancia and Claudio Fogolin. Both had been race car drivers for Fiat. The first car produced was their Tipo 51 made in 1907. It had a 58 hp 4 cylinder engine.



ALFA ROMEO was founded in 1910 by Alexandre Darracq in Milan, Italy. In 1914 the quintessential engineering innovation - dual over head camshafts - was used with a four cylinder motor, GP1914 (designed for use in a Grand Prix car) actuated 4 valves per cylinder. The engine's twin ignition system improved performance.

MASERATI brothers, Carlo, Bindo, Alfieri, Mario, Etori & Ernesto were, early on, smitten by race cars and racing. They played key roles in establishing a company to bear the name Maserati in 1914 in Bologna. Sometime prior to 1926 Alfieri, Bindo and Ernesto built a 2 litre race car of Grand Prix quality for a company named Diatto. After that stint they formed their own



Italian Marques

BY VIC STEWART

company building race-cars and beginning the use of the moniker Maserati. Mario designed the famous emblem for their marque, a vertically oriented oval containing a red trident over on a divided field of white above blue. Maserati employed engineers Giulio Alfieri, Vittorio Bellentani, Gioacchino Colombo and Alberto Massimino who had served as a designer for Fiat, Ferrari and Alfa Romeo. The brothers Maserati sold their stock to the Orsi family in 1937. Then, they formed O.S.C.A., and produced racing projects such as the 4CLT, A6, 8CLT and the highly successful A6GCM. An 8CTF won the Indianapolis 500 in 1939; again in 1940. After a remarkable series of racing wins in the 1950's with their 200S, the 300S and the Tipo 61 the brothers Maserati retired from racing but remained involved in the production of Maserati cars. The company however was acquired in 1993 by Fiat which in turn sold fifty percent of the company to Ferrari in 1997. In 1999, Ferrari took full control of the company and produced the Fiat Maserati, a two-door coupe was equipped with an impressive twin-turbocharged 3.2 litre V8, said capable of an acceleration of 0-60 in under-five seconds and top speed of 177 miles per hour. One of the latest Maserati to be produced is the MC12GT, equipped with a Ferrari-Enzo chassis and engine; a Quattroporte 4.2i V8.



The lifetime of Enzo FERRARI is exemplified by a prancing-horse, the rearing one with tail defiantly raised, featured in black on a shield-shaped field of canary-yellow trimmed in black. This configuration forms a logo that identifies his Ferrari Rosso Corsa race cars to the world. He first worked as a test-driver in Turin, in 1918, and as a test and racing driver in Milan in 1920 with Alfa Romeo and later as Director of Alfa Racing Division. Enzo was instrumental in founding the racing-team Scuderia Ferrari for Alfa Romeo in 1929. The first Ferrari race car, the Ferrari 125S, was equipped with a 1.5 litre V12 engine. It was built in 1946, debuted in 1947. A Ferrari was driven to wins in over 5000 races from 1947-1988

throughout the world including the Ferrari win in 1949 in the 24 Hours of Le Mans. Scuderia Ferrari joined Formula One World Championship in 1950. Beginning in 1973, it began concentrating on Formula One race-cars.

In 1963 Ferruccio LAMBORGHINI

owned one of Enzo Ferrari's race cars, a 250 GT, which he raced. He found the clutch not to his liking and complained. Enzo, informed, brushed-off the criticism; highly miffing Lamborghini. He became determined to 'best' Ferrari at his own game and set-out to build his own race car, one that would have a clutch he would like. Lamborghini set for himself a criterion that his car must be able to reach 150 miles per hour on the Autostrada del Sol. To achieve his goal he put into effect a convoluted scheme, describing it thusly, "I never invented anything". "Which is the best?" Another aspect of the scheme was, "A 12 (cylinder engine) of Ferrari" and, "The twin cams on the 4 cylinder Alfa Romeo". Lamborghini designed his famous cylinder-head which he named Testa d' Oro because it was made of bronze, a yellowish, golden-colored metal. Finally he utilized (copied) a 500 cc side-mounted Fiat 500 engine, enlarged it to 750 cc and added his own over-head-valve, 4 cams Testa d' Oro cylinder-head. Summing it up he remarked, "So, that was enough for me to make the most beautiful motor in the world". The Lamborghini 350GTV is one of the most beautiful race-car in the world. The car met his speed specs by exceeding 150 mph on the Autostrada del Sol.



In contemplation of the car's invention and development one acknowledges that the car provides for mankind a welcomed relief to the drudgery of walking. Also, ushered in with it came the phenomenon that is at once a source of fear or if indulged, one of pleasure and excitement - Speed.

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