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 We delight the customer.  
 We support our community.

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# WELCOME FROM

Thank you for joining us for the third annual Niello Concours at Serrano. This year we are proudly celebrating the Pre -WW II Era of Elegance. As you stroll amongst the fabulous cars, listening to the John Skinner Band playing songs of the era, you can imagine what life must have been like in the days before World War II. We thank God we live in a country where we can enjoy a peaceful day like this one. We would like to pay tribute to the Veterans who have risked it all and gave up their lives for our freedom. Thank you to the troops of this generation who are fighting for that same freedom overseas and who carry on in the tradition of honor and love of country above all else.

Many thanks to our Title Sponsor, Rick Niello and the Niello Company. Their support and our mutual vision of the Concours have made it what it is today. Bill Parker and the Parker Development Company, developers of Serrano, provide us with this beautiful location which creates a fabulous backdrop for the motorcars on display.

An event of this scope requires many long hours, put in by many people who we cannot thank enough. We are grateful for the participation of the SCCA who provide us with knowledgeable judges, keeping the standards of a Concours d'Elegance. The hard work and wise advice of our incredible board members, the results

of which can be seen all around you as you enjoy your day, is truly priceless. We are especially grateful to Jesse and Judy Bravo as their involvement in this event is invaluable to us.

We are proud to have the Leukemia & Lymphoma Society as a benefactor of this event. We appreciate the hard working LLS volunteers that have made this weekend of events a success and all of the great things they do all year long. To everyone who supports this event, from the spectators to our generous sponsors, and especially the car owners for taking the time to attend, we extend our most heartfelt gratitude.

Our goal has always been to create an automotive centered weekend which attendees look forward to every October, a Concours d'Elegance in the grand fashion of the most famous ones. This past August as we were enjoying ourselves at the famed Pebble Beach Concours d'Elegance, we heard a spectator say "This event reminds me of that Concours at Serrano", we just looked at each other and smiled... Perhaps we are getting closer to our goal.

We hope you enjoy your day,

Brian & Michele Moore

*Executive Directors*

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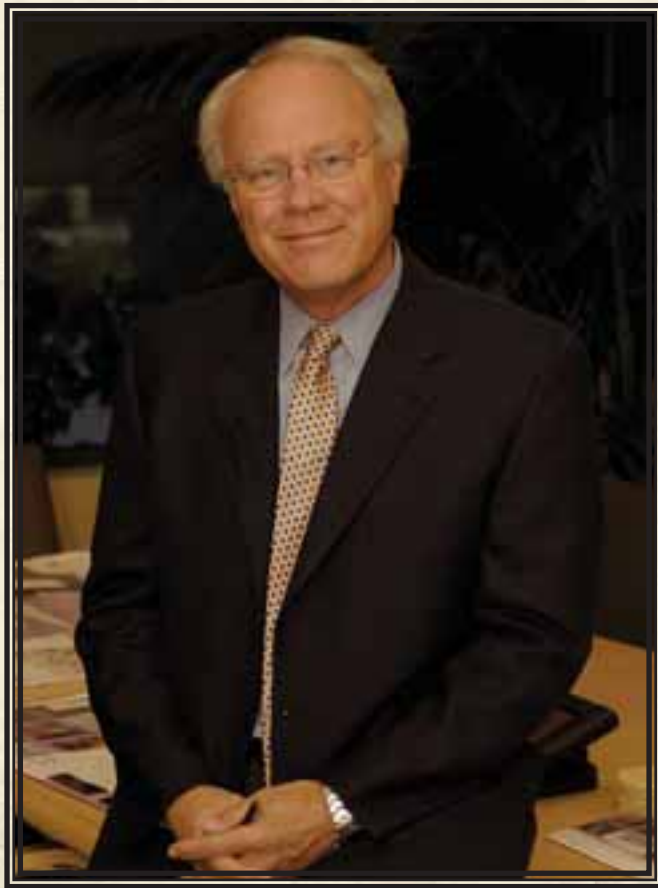
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# A WELCOME FROM RICHARD NIELLO JR.



Whether this is your first visit to the Niello Concours at Serrano or you are a veteran attendee, you are in for a real treat today. The Niello Concours offers our community a rare view at some of the areas most exquisite automobiles, all while supporting the Leukemia & Lymphoma Society and their work towards finding a cure. The event is an opportunity The Niello Company is privileged to present.

I want to offer a special thank you to Brian and Michele Moore of Premiere Concours Promotions. Through their wonderful efforts, the Niello Concours has grown bigger and better each and every year.

The Niello Company has the same positive growth philosophy. We've been in the automotive business in Northern California since 1921, and specifically in the Sacramento area for over 51 years. We have grown to encompass eight franchises with multiple locations in Sacramento, Rocklin and Concord. We recently opened a beautiful Audi dealership on Auburn Blvd, and are thrilled to announce the opening of an additional BMW dealership in Elk Grove set to open in 2007.

We hope you enjoy your day and everything the Niello Concours at Serrano has to offer...

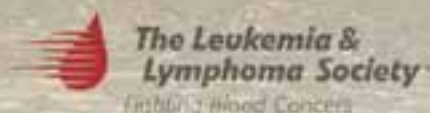


# A MESSAGE FROM THE LEUKEMIA & LYMPHOMA SOCIETY

The Leukemia & Lymphoma Society is honored to be a benefiting charity for the Niello Concours at Serrano for the third straight year. The past two events were outstanding and we are looking forward to another incredible event. We are proud to provide the volunteer support for this truly wonderful event, showcasing the finest automobiles from all over the world.

Since its founding in 1949, the Society has invested more than \$484 million dollars in research specifically targeting blood cancers. It is community relationships such as the Concours that allows The Leukemia & Lymphoma Society to continue to support lifesaving research to find cures for leukemia, lymphoma and myeloma.

On behalf of the Leukemia & Lymphoma Society, the Board of Trustees, and the thousands of patients and families affected by blood cancers, thank you for your support of this event, and a special thank you to Brian and Michele Moore and The Niello Company for their continued support of The Leukemia & Lymphoma Society.





# SCHEDULED ON THE GREEN

## Classic Motorcars on Display

- 1960 Paris Show Car ~ 1960 Bentley Continental Flying Spur
- A real beauty ~ 1954 Chrysler Ghia, one of six
- A true muscle car ~ 1969 Sunoco Camaro Trans Am Racecar
- Bloomington Gold Winner ~ 1965 Corvette Roadster
- Exciting ~ 2005 Ferrari Superamerica 1 of only 177 in United States
- Imported from Italy ~ 1973 Iso Grifo formerly owned by author Winston Goodfellow
- Interesting history ~ 1939 BMW 328 ~ once owned by a German Lieutenant in Nazi SS
- Originally owned by the Schlitz Brewing Company family ~ 1936 Packard 1404 Coupe Roadster ~ 1 of 6 made
- Originally shown at the 1965 International Auto Show ~ 1965 Jaguar E-Type
- The first car off of assembly line in 1962 ~ 1962 MGB
- The most expensive car in the world in 1957 ~ 1957 Cadillac Eldorado Brougham ~ 1 of 700
- The only one of its kind ~ 1954 Alpha Ghia
- Very rare and spectacular ~ 1937 MG VA Saloon

Along with over 150 other exciting entries for your enjoyment

## Fabulous New Cars

- The newest cars from the Niello Company Dealerships: Niello Acura, Niello Audi, Niello BMW, Niello Infiniti, Niello Land Rover, Niello Mini, Niello Porsche and Niello Volkswagen
- Also new models from Folsom Chevrolet ~ Lexus of Sacramento ~ Hummer of Sacramento ~ El Dorado Hills Dodge ~ Family Cadillac ~ Placerville Ford
- From Silicon Valley Auto Group the newest models of Lamborghini, Bentley, Bugatti and Aston Martin
- From the Ferrari and Maserati of San Francisco dealership, the newest models on display

## Interesting Display

- 1966 Batmobile created by George Barris Kustom Productions ~ This Batmobile is the last of the 6 created for the TV Show Batman.
- CAHP Memorial Chopper will be on display honoring the 210 fallen CHP officers, men and women who took an oath to lay down their lives rather than swerve from the path of duty.



## Our Vendors on the Green

- Showcasing everything from our official event apparel to high tech garage modifications, travel, fine cigars, Starbucks, even the California Highway Patrol is here.

## Explore the Area

- Air-conditioned SUV limousines will provide tours of Serrano's beautiful custom home community throughout the day; also view models and plans by Shea Homes, Toll Brothers Homes and Greenbriar Homes. Visit Serrano's information booth for times and details.

## Fashion Event

- At noon a high-energy fashion showcase event featuring fast cars and fabulous clothing from NORDSTROM ~ Arden Fair. This event is presented by the Personal Touch Department, which is Nordstrom's complimentary wardrobing service for men and women. A highlight of the show will be extensive commentary on fall fashions.

## Commentary from the Concours

- Dave Bender, Master of Ceremonies, will host live interviews from the green throughout the day with car owners whose entries are of special interest

## Taste of Luxury Pavilion ~ 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... Moët Hennessy along with Luxury Living Magazine and the TinderBox will provide a cigar and cognac lounge with all the accoutrements one would need to truly experience grand living. Hennessy will be offering you the opportunity to taste their Prestige Range, including Hennessy VSOP, XO and Paradis while you relax in overstuffed lounge chairs.



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Take a limousine tour today of the Serrano community and model homes! See Serrano's booth for info.

# SERRANO

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Serrano is located in El Dorado Hills 25 minutes from downtown Sacramento and 90 minutes from Lake Tahoe. From Sacramento, take Hwy. 50 east to El Dorado Hills Blvd. Go north (right), then right on Serrano Parkway to the Visitors Center and models. Prices subject to change; Brokers welcome.



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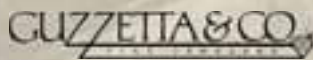
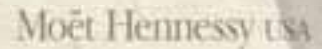
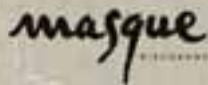
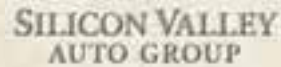
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# Awards

**The Niello Concours at Serrano Best of Show Award**

**Class Awards**

**Bel Ferrari Ultimo Award**

**The Most Elegant Motorcar**

**The Honorary Judges Award**

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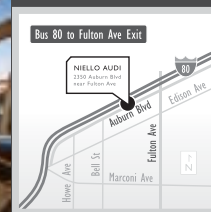
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# Auburn Profile

## Mr. Errett Lobban Cord and the Auburn: a Real Deal

by J udyth Bravo

**A**lthough Auburn automobiles were in their twenty-ninth year of production when the firm introduced its Speedster model to American motorists, undoubtedly the marque is remembered best for this car. The well-known motoring journalist Richard Nichols states, "This exceedingly elegant motor car was greeted with instant delight by the public and remains a classic which is typical of the full-fender grace and elegance of the period".

Founded as a carriage company by Eckert brothers in Auburn, Indiana in 1876, it produced its first car in 1900. Despite a lackluster inventory the company survived a stretch when the number of American automobile manufactures plummeted from one hundred and fifty to a mere fifty. By 1924 Auburn was on its last wheel. As luck would have it, Mr. Ralph Bard, the banker who controlled its assets, asked a Mr. Erret Cord if he had any interest in marketing Auburns as he had successfully done with Moon Motor Cars.

Although Cord reputedly laughed out loud when he viewed the antiquated Eckhart Plant, he cut a deal in which, in his own words, "success is obligatory". He would take no salary; however, if he achieved the desired result, he could purchase controlling interest in Auburn at a favorable price.

In a story straight from a movie script, first, Cord brilliantly unburdened the company of its existing stock of inventory, while he began revitalizing the marque with customizing and other cosmetic changes. Most important, he had a vision for the long view.

He persuaded Lycoming, a motor company, to begin work on a new eight-cylinder engine and encouraged similar co-operation with other component suppliers. An engineer and former race driver, Cord soon acquired Lycoming, Stinson, and Duesenberg as part of his empire. In 1926 as President of Auburn, he put real talent on its payroll with Gordon Buehrig, Harry Miller, and Count Alexis Sakhoffsky. The new Auburns were lower and sleeker than in the past, but the best was yet to come. Count Sakhnoffsky designed the body for one of the most elegant vehicles of the late 20's and the early thirties. The 120 Speedster, as this two-seater was called, had the added benefit of Lycoming's new straight-eight engines.

Cognizant that seventy five percent of all new cars sold were priced under \$1,000, Cord introduced the first "cheap" Auburn at that price in 1929. At the same time the Speedster sold for \$1,896 but came both with a dash plaque that it had been individually tested at 100 mph, and with its straight-eight mated to a Duesenberg super-charger! The cars were indeed duplicates of the one "The Mormon Meteor" Al Jenkins had driven at 100 mph for twelve continuous hours at the Bonneville Salt Flats. Part of the

Speedster's success was that its price was right, and that price was a great deal less than its major rival, the Stutz.

Then just like in that movie script, along came the Crash of '29. No automobile manufacturer emerged unscathed, but the tenacious Cord invested his prodigious energies into the survival of the empire. He improved his cars and cut their prices, making his so-called "depression cars" highly successful with their large profits. Then in 1937, when Cord's journey had taken him to Britain, the Auburn Cord Duesenberg Empire finally failed. Cord returned to personally handle the empire's dismantlement. He came away from the table with Lycoming, and prospered once again as a supplier of airplane engines between 1939 and 1945.

He then relocated to Nevada to make another fortune in real estate. Very interested in politics, he served in its state legislature and was asked to run for the Nevada governorship. Cord declined. Then in the 1970's, because his nine lives weren't up yet, Errett Cord, for a short time, resurrected the Auburn 120 boat-tail Speedster based on original specifications but using a Lincoln Chassis and a 427 Ford V8. Nothing ever stopped this creative genius until Death in 1974.



MARVELOUS MARQUES OF THE PRE WWII ERA OF ELEGANCE

# CARS BETWEEN THE

By: Judyth Bravo

To truly appreciate the glorious motor vehicles that represent that very singular era of history that lies between the two World Wars, car buffs must first understand the confluence of forces that together pushed automobiles onto the road taken.

First, there is the tremendous impact of the First World War itself upon both the American and the European automotive industries. Beginning in 1914, the War soon forced the Allies, composed of Great Britain, France, and Russia to turn all automotive plants over to War production. They were joined later by the United States, Italy, and Japan. The French and British factories could not meet their own needs; and the United States became the great supplier of the Allies, shipping many thousands of automobiles across the Atlantic.

All Europe took note that by this time American design had surpassed that of its own vehicles. By 1915 the V8 Cadillacs and the V12 Packards were challenging the most expensive European marques. While the War had halted private car production, its urgency had pushed technical development to breakneck speed. Greater advancement was achieved in the four years between 1914 and 1918 than had been accomplished by the automobile industry within the past two decades. Aircraft production was the key, and when its engine technology was applied to post-War products, a new generation of automobiles appeared. Marques on both sides of the Atlantic benefited from knowledge gleaned from

aircraft engine production.

The War influenced another, much more subtle change in post-War automobiles than the obvious one just discussed. This other one was the result of the War's enormous impact on people's attitudes, and, in turn on their maturity, or possibly, their immaturity. The enormity of the death and destruction coupled with the horrific suffering caused by this World War shocked its survivors into evaluating both its cost on their lives and how they wanted to live their remaining years.

Writers like Eric Maria Remarque in All Quiet on the Western Front and Virginia Wolfe in Mrs. Dalloway spoke for many. A synergistic view emerged: if there was any living to do, the time was now. The twenties roared and so did those big, beautiful automobile engines! Readers may have felt sorrow for The Great Gatsby but they wanted to live just like him. In their sleek, enormous sedans, even gangsters managed to look as glamorous as movie moguls. While incarcerated, one bank robber wrote to Henry Ford to tell him how much he appreciated Ford's V8 during getaways.

Clothes in general reflected the public's desire for glamour and style. The draped gowns and provocative cloches women wore looked best when emerging from elegant automobiles to enter a grand hotel or a speakeasy for a night on the town. It was, after all, the infamous Jazz Age. Suddenly cars had to be stylish,

# THE WARS



not just dependable, in order to compete with one another; and the successful marks complied beautifully.

Another important factor influencing the evolution of automobiles into grander, bigger and more road-worthy versions than had existed earlier was the construction of the Lincoln Highway connecting New York to San Francisco. Completed in 1927, this Highway encouraged other states to build inter-city links, creating a nationwide network of roads. The country was connected as never before as America rolled into the thirties.

Upscale Marques like Packard, Peerless and Pierce Arrow flourished in the post-War prosperity. Companies like Duesenberg were capturing a small but very affluent market. Then in October of 1929 many small automobile manufacturers were toppled by the infamous 'Crash' of the stock market, leaving only the strong to make the long climb back to prosperity. Pulling out of the worldwide Depression required that European automobiles be made smaller and more cheaply than in the past. To some degree, the same factor influenced the American market. However, the main factor in the proliferation of more affordable cars in the United States was simply the demand that overtook the industry.

The years 1932-33 heralded the beginning of the era of aerodynamic streamlining in the American marques. A prime example was the airflow model by Chrysler and Desoto with innovative features that put it ahead of the curve. In contrast,

European models offered lots of sizzle but little real steak to buyers, their streamlining seduced the eye but advancements in performance took the back seat. The truth was that motorists had become snobs, turning down economy vehicles because they sported too little chrome.

Paradoxically, in America between 1930 and 1939 some of its finest cars were being produced such as the fantastic J and SJ Duesenbergs, the twin-six Packard, the Pierce Arrow, and Lincoln's top-of-the line models. Cars defined their owners. "He drives a Duesenberg," said it all. Any A-list of American beauties must include the V-16s of Cadillac and Marmon. American humorist George Ade put it best when he quipped, "The joys of life may be made to increase with the multiplication of the cylinders". Europe chimed in with Mercedes Benz racers, Lagondas, the Hispano-Suiza Type 68 and the Rolls Royce Phantom III.

The Rolls Royce marque would go on to benefit greatly from lessons learned from the making of airplane engines during the Second World War, but that's another story for another day. Let us conclude by citing the oft-spoken opinion of autophiles that between the Wars, when great advances in automobiles were coupled with good highways complete with new service stations, there was more pleasure in motoring than has been had before or since. Amen.

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# Bugatti Profile

The French Car Invented by an Italian and Made in Germany

by J udyth Bravo

**B**ugatti, one of the most celebrated marques of all time, became legendary for producing sports cars of unequalled speed, style and beauty. It's success culminated with driver Jean-Pierre Wimille winning the twenty-four hour long race at Le Mans twice, first in 1937 and then again in 1939.

Born in Milan, Italy, Ettore Bugatti was founder of one of the most exclusive French automobile marques. A consummate artist and the son of an artist, Ettore, besides being a manufacturer of automobiles, was an architect, horseman, ship builder, aero-engineer, locomotive builder, farmer, vintner and fashion designer.

From the shapes of his engines Bugatti is regarded as a Cubist, an artist who relies on a geometric style that uses

abstractions from reality. Indeed, he did associate with fellow artists considered to be Cubists. Although modest in size, these engines were extremely powerful. Many not only sported three valves per cylinder but were supercharged besides. He also adopted the American-made Miller dual overhead cams for his cars.

Only a few models of each of Bugattis vehicles were ever produced, the most famous being the Type 35 Grand Prix cars, the huge "Royale", the following Type 57 "Atlantic" and the Type 55 Sports Cars produced first in 1924. Of the nearly eight thousand Bugattis ever produced, approximately two thousand remain today, each designated with the prefix "T" for Type which refers to the chassis and drive train.

Ettore's son, Jean Bugatti was killed

in 1939 at the age of thirty while testing a Type 57 tank-bodied racecar near Bugatti's Mosheim factory. After the tragedy, the company went into a decline. During World War II, Ettore planned a new factory at Levallois in Paris, and actually designed a series of new cars for post-war production. He died in 1947, and although his brother Roland attempted a comeback in the mid-1950's with the mid-engined Type 251 racecar designed with the help of the legendary Gioaachino Colombo, the ride was over for Bugatti. The best testimonial to the marque's greatness is that despite the enormous value of the remaining Type 35 racers, many of their owners drive these highly competitive vintage cars in historic races, rallies, and hill climbs today.



MARVELOUS MARQUES OF THE PRE WWII ERA OF ELEGANCE

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# THE GREEN

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# Duesenberg Profile

## The Devine "Duesy"

by J udyth Bravo

**W**ith an aura of quality unequaled by its peers, Duesenberg was an American Automobile Company active from 1913 to 1937. Originally the eponymously named company was founded in 1913 by Fred and August Duesenberg to manufacture sports cars. Self-taught engineers from Germany, the brothers' hand-made cars were soon recognized as the best being built. In 1914 Eddie Rickenbacker drove one to finish tenth at the Indianapolis 500; and the marque went on to take first in that race in 1924, 1925, and 1927. The first American to win the French Grand Prix, Jimmy Murphy, did so driving a "Duesy" at Le Mans in 1921. By then, calling anything a "duesy" implied it was an excellent example of its genre.

Although world-class engineers, the brothers Duesenberg were unable to market successfully their first mass-produced (667 in number) Model A car, in spite of such features as dual overhead cams, four-valve cylinder heads, and the first hydraulic brakes on a passenger car. The bankrupt company closed in 1922; and the brothers turned out only thirteen of their Model Xs in the ensuing four years.

Enter El Cord. In 1926 one of the most influential men in the history of automobile manufacturing in the form

of Errett Lobban Cord entered the brothers lives to turn Duesenberg around in the other direction. Cord, at that time President of Auburn, a company he had already dramatically revitalized, purchased Duesenberg for its fine brand name and for the brothers' engineering expertise in order to produce luxury cars.

E.L. presented the brothers with a blank check and a challenge to design a chassis and engine that would be the best in the world. The resultant 1928 Model J Duesenberg in its unsupercharged form boasted 265 horsepower, a Lycoming straight-eight engine with dual overhead camshafts and a top speed of 119mph, hitting 94 mph in second gear. The bodywork came from coachbuilders in both North America and Europe; and the finished cars comprised some of the largest, grandest, most elegant cars ever created. Very expensive, the completed basic model cost \$13,500, while the top of the line model went for \$25,000 in a time when the average physician earned less than \$3,000 annually.

In 1932 the supercharged model SJ with its 320 HP Lycoming engine and a top speed of 140mph was introduced. Special bodied models achieved a one-hour sprint at 152 mph at the salt flats at Bonneville. Due to the SJ's supercharger being placed alongside its engine, exhaust pipes were extended through the side

panels of its hood. These shiny exhaust tubes, creased to be bent easily, were patented by E.L. (El to his followers) and used on his supercharged Auburns and his eponymous Cords.

Duesenberg became one of the most popular marques in America, owned by the rich and famous like Clark Gable, Gary Cooper and the Duke of Windsor. Comedian Jay Leno is the proud owner of three of these magnificent machines today. With its record-breaking performance coupled with extreme opulence, the Duesenberg's advertising claim that the marque was the best in the world seems justified.

Then Duesenberg collapsed because the Auburn Duesenberg Cord Empire collapsed. The ADC empire collapsed because the "El Cord" was forced to disengage himself from his empire by the Securities and Exchange Commission in an early spin on the Bill Gates scenario. While Cord was learning about airplane engines in England, ADC went under in 1937 without his genius at the helm. Duesenberg devotee's need not despair: the Duesenberg Torpedo Coupe is slated for introduction at the 2007 Pebble Beach Concours d' Elegance. The vehicle will have a Mercedes CL500 chassis and a super-charged 12 cylinder-rotating engine. The ghost of El Cord will be among the spectators.



MARVELOUS MARQUES OF THE PRE WWII ERA OF ELEGANCE

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# HONORARY JUDGES

## Helen Baumann



Helen Baumann has served on the El Dorado County Board of Supervisors, representing District II, since November 2000. As an owner/operator of Spanish Creek Ranch and Vineyards for 26 years, which specializes in the production and marketing of high quality, varietal wine grapes, Helen is well acquainted with the challenges faced by small business owners who must navigate the county's planning and permitting processes. A registered nurse, Helen has been employed by the Sutter Memorial Neonatal Intensive Care Nursery for 27 years. Supervisor Baumann comes from a proud military family, currently numbering 10 active and retired military personnel. This number includes both of her parents who are retired U.S. Navy. Helen and her husband Larry, who is retired from the City of Sacramento Police Department, have two children.

## George Barris



George Barris, known to millions of car enthusiasts and collectors around the globe has been involved in making cars for Hollywood film, TV and music industry since the early 1950's. The biggest stars and musicians in Hollywood lined up at the studio in North Hollywood to have George create and kustomize their cars. This list includes John Wayne, Elvis Presley, The Beatles, Frank Sinatra, Dean Martin, The Beach Boys, Sonny & Cher, Sean Connery, Jerry Lewis, Bob Hope and Bing Crosby and many more. The 1960's were also the Barris years for dominating TV shows with his cars. The Munsters, Beverly Hillbillies, My Mother the Car, Mannix and hundreds of TV specials were just a few of the Barris projects. However, the most famous TV Hollywood car in the entire world (even to this day) is the 1960's Batmobile, created for one of the most beloved TV series of our time – Batman. He has created vehicles for movies such as the Warner Bros. Batman films, Rock Star, the recent James Dean movie, Race with Destiny, Back to the Future, The New Beverly Hillbillies, The Little Rascals, The Flintstones, Willie Wonka, Dick Tracy and many others. More recently Barris was called in for the cars in the film xXx, starring Vin Diesel. George and his cars have appeared on many TV shows. Also Barris wrote, starred, directed and Executive Produced featured films such as: Disco Fever, SuperVan, Mag Wheels, The VAN, Smokey and the Hotwire Gang, The Junkman and the original Gone in 60 Seconds.

## Robert D. Dean



Robert Dean started his real estate career with Grubb & Ellis as an office properties specialist and moved to management at Bishop Hawk Commercial Real Estate in Sacramento. After six years, he returned to Grubb & Ellis as Senior Vice President, District Manager of the Sacramento office. Before entering real estate, he was owner and partner of RADTEC, a full-service personal computer company located in Sacramento. Prior to RADTEC, he was with Xerox Corporation for 13+ years, starting out in sales and moving into branch management, serving as Northern California Branch Marketing Manager and achieving the status of number one branch in the nation in 1977. In 1998, Grubb & Ellis Company acquired Bishop Hawk and Bob directed the successful integration, creating one of Northern California's largest commercial real estate brokerage firms and is currently the Executive Vice President and Managing Director of the Northwest region.

## Judyth Bravo



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? Perhaps the cause is simply a genetic one. Bravo's mother, who also loved cars and driving, purchased an Auburn roadster with her own hard earned money when she was twenty-four years old. 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, former SCCA Chief of Concours. That very same silver XKE, retired from showing after a Best in Show at Santa Barbara and a Best in Class at the Western States Jaguar Meet in 1978, resides in the couple's garage. Judyth's first car was a 1962 Super Sport Impala two-door hardtop with a banana exterior and a banana interior. She remembers that when she first got the vehicle, she'd go outside all hours of the night to open its doors in order to admire its gorgeous interior lighting system. 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. Bravo quips, "Cars can be so much fun; but, who's going to keep the flame alive and teach the requisite knowledge if not a Concours like this one?"

## Jeff Holden



Jeff Holden is a 27-year veteran of the broadcast industry starting his career in Chicago. He is currently Regional Vice President for Clear Channel Radio and manages the day-to-day operations of Sacramento radio stations "NewsTalk 1530 KFBK", Talk 650 KSTE, Y92.5 FM, and V101.1FM. His first project was the complete frame up restoration of a 1963 MGB roadster. A few other notable vehicles spent time in the Holden garage including a black on black "Nicky" Chevrolet, '69 SS Camaro big block, '70 AAR CUDA (yes, the real thing. If only he had known...) and a 1967 427/390 Corvette Stingray roadster. Jeff laments he could have been retired by now had he only kept half the cars he owned to date! He has two boys, Derrick and Bennett

He's open to any stories of that elusive car in the barn of your great aunts uncle!

## Michael Teel



Michael Teel, former CEO of Raley's Family of Fine Foods, is a partner in Prosper Publications LLC. Teel is the only grandson of the late Thomas P. Raley. In 1935 the elder Raley quit his job as a Safeway store manager to open his own grocery in Placerville. He introduced drive-in markets, pre-packaged meats, and side-by-side drug and grocery stores. Today, the \$3.5 billion dollar family-owned company owns 150 supermarkets. Mike grew up working in his grandfather's stores. After college, he entered Raley's store-level management training and literally worked his way to the top. Along the way, he never missed a chance to give back to his community. That hometown commitment sparked his interest in Prosper. Mike cares about the region. Immersed in the family tradition of community activism, Mike now carries the torch in a new direction. He sees Prosper as a vehicle to unify the Sacramento Metro Marketplace and help it grow in prosperity.

## Paul Robins



After more than 18 years at Y92.5, Paul Robins proudly lays claim to the title of "Longest Running Morning Guy in Sacramento!" Starting in March of 1988 with his partner Phil Cowan and now flying solo, Paul has brought to life so many memorable morning moments that it's hard to keep track. Paul's also managed to get more than a little TV work over the years. He was a contributor to the nationally syndicated "Evening Magazine", and appeared for many years on The Discovery Channel as one of "The Answer Guys". Paul even bagged a couple of Emmy's along the way. Speaking of "Longest Running Morning Guy," for what it's worth he's completed 13 marathons (Boston twice!). Paul wrote and acted in "The Good Guy"; to this day the best-selling play that Sacramento's highly regarded B Street Theater has ever staged. He's an honored alumnus of CSU Sacramento. He's co-authored 9 cookbooks that have collectively raised over a quarter of a million dollars for local food banks. And more important than anything else, Paul is a husband and a dad.

## Phil Cowan



Phil Cowan previously hosted the morning show on Talk 650's sister-station Y92.5 since 1988. In June of 2000 management persuaded him to stick around a little bit later in the day, take the long trek down the hall to the Talk 650 studios to talk the day's issues, and Sacramento is all the better for it. "The Phil Cowan Show," can be heard weekday mornings. Phil started his radio career in 1984 at a little station in Roseville called KPOP. Seeking fame and fortune, he was fired by radio stations in Detroit and Dallas before returning to Sacramento. He's co-authored 9 cookbooks that have collectively raised over a quarter of a million dollars for local food banks. The most important role he plays, however, is that of husband and father.

## Dwight O. "Spike" Helmick, Jr.



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 have two daughters and five grandchildren.

## 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; freelance writer of historical magazine articles about sports cars, events and people; editor of vintage race club 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; high performance driving school driver coach; member - Western Automotive Journalists

## Martin Camsey



Martin Camsey worked for Price Waterhouse for five years before joining the Niello Company in 1987. He is currently Chief Financial Officer for the respected group of automobile dealerships. He has been involved and a volunteer or board member over the last 24 years 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 Hospitals Foundation, Family Services Agency, and the Stanford Home for Children. He graduated from Wantagh High School in New York and CSU Sacramento.

## Fred Hormell



Fred Hormell, a Sacramento native, has spent the last 26 years of his career in radio broadcasting and is currently a General Sales Manager overseeing Smooth Jazz 94.7...KSSJ with Entercom in Sacramento. Fred is married and has two children. Fred's passions are his family, golf and of course classic cars!



## HONORARY JUDGES CONTINUED...

### Gordon R. (Gordie) Glycer

Gordon R. (Gordie) Glycer is a Sacramento born lifelong auto enthusiast, racer, racing fan and imported car dealer. After he attended his first sports car race at Pebble Beach in 1952 he was hooked on road racing and sports cars for life. The Ferrari factory yearbook credits Glycer with the first Ferrari victory of 1959 at Pomona, California. Gordie, now retired, is an avid Formula One fan and has attended every U.S. Grand Prix at Indianapolis with Gloria by his side, as always. Gordie and Gloria attend the Monterey Historics frequently and this year visited their old 250 Testa Rosa, now beautifully restored, at the private Lawrence Stroll Gallery in Mont Tremblant, Quebec, after attending the Grand Prix of Canada.

### Gloria Glycer

Gloria Glycer's interest in 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 reporter for The Modesto Bee and then for The Sacramento Union. 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. Fine automobiles, motorcycles and classic wooden boats are considered works of art.

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# Mrs. Copeland DuPont's FIVE PASSENGER CADILLAC CONVERTIBLE

Courtesy of the Cadillac LaSalle Club

The E.I. DuPont Company, founded in 1802 to manufacture gunpowder, grew into one of the world's largest companies and created generations of fortunes for members of the DuPont family. In 1914 the company's relationship with General Motors was cemented when Pierre S. DuPont became a director of GM, and was later appointed Chairman of the Board. The DuPont Company became an important supplier to GM providing synthetic fabrics and paints for the automotive industry. In 1940 Copeland DuPont (of Wilmington, Delaware) was looking for just the right Christmas gift for his wife. Mrs. DuPont loved to wear big hats, but her hefty haberdashery created trouble when getting

in and out of cars. Copeland knew that the wide suicide doors on Cadillac's big 75 series would enable his wife to enter and exit without having to remove her hat. Copeland ordered this 1940 Cadillac 7529 Convertible Sedan to be delivered in time for Christmas. Only 45 of this model were built in 1940. The list price was \$3945, but Copeland undoubtedly paid more for his special order. The custom deep red color was a new DuPont metallic paint not yet available to the auto industry. Copeland also requested that the hood goddess be plated in gold, and that the rear compartment include a built-in bar with lead crystal decanters. It was an imposing and stunningly elegant gift.

Copeland insisted that a trailer be used to deliver the car to the gates of his estate on Christmas day. He didn't want to put any extra miles on his wife's brand new car. The Cadillac dealership in Wilmington had a guard spend Christmas Eve with the car—they didn't want to take any chances that someone would snatch the gold hood ornament before it was delivered to Mrs. DuPont.

During World War II gasoline was in short supply for the general public. But the DuPont family managed to get whatever they needed. So during the inclement winter months Mrs. DuPont would have her chauffeur take some of the local children to and from school.

The DuPont Cadillac is now in the care of William Brooks of Santa Cruz, California. Bill is the fifth owner of this beautiful car and is proud to display it for all to admire at the 2006 Niello Concours at Serrano.



# ON THE GREEN TODAY

## WHITE 1954 KAISER DARRIN

John Nirenstein  
Tiburon, California

Considered the jewel in the crown of fabled designer Howard "Dutch" Darrin, the Kaiser Darrin was the first production fiberglass car. The 1954 Model, exhibited by John Nirenstein of Tiburon, sports the famous patented sliding doors and Darrin's trademark "dip" at the front of the rear fenders. Nirenstein's stunning white vehicle took first in its class awards at both the Palo Alto's and Hillsborough's Concourses d'Elegance in 2005.



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Clark Gable and his 1935 Duesenberg SSJ  
Photo courtesy Blackhawk Museum, Danville, CA  
([www.BlackhawkMuseum.org](http://www.BlackhawkMuseum.org))

**M**ovie stars and cars have fascinated and captivated the American public since the Silver Screen first transformed our lives.

I know as a child I lived for my afternoons at the movies and sat riveted watching the Academy Awards in front of my television. Like many other kids, I grew up dreaming of being a Movie Star. I imagined living the glamorous life of a famous celebrity; the beautiful clothes, traveling around the world and, of course, the cars! I even fantasized riding off into the sunset; that was always one of my favorite scenes!

During the 20's and 30's there were two industries, which flourished; the automobile and the film industries. The film industry went through many new innovations. A definitive moment in movies was the introduction of sound.

The first talkie on October 6, 1927, "The Jazz Singer" marked the end of the Silent Film Era. Adding sound to pictures brought the moviegoers closer to "real life" up on the silver screen. But movies at that time weren't just about the film; it was an event. The movie experience

sent people to the movie theatre even if the movie was bad. Twenty-five cents bought an opportunity to live the life of a movie star for a few hours and a chance to escape a meager reality. Theatres were often ornate and dressed in gold resembling beautiful palaces. The uniformed ushers and attendants in the rest rooms gave viewers the feeling of living the lifestyles of the movie stars.

The public was enthralled with the movie stars and their lives. Even driving by their fantasy homes trying to get a glimpse of a celebrity. There were photos and magazines everywhere detailing their every move. We were glued to the radio every week when gossip Louella Parsons would feed us every juicy detail of their lives, true or false. Even manufacturers caught on to America's obsession with everything about a movie star's life. For instance, Clark Gable did not wear an undershirt because of the time it took to change costumes and as a result the undershirt sales in America plummeted. We couldn't get enough of what they wore, what they ate and especially what cars they drove!

By today's standards the salaries in the 30's of such stars as James Cagney

# HOLLYWOOD

at \$12,500 per week and Bette Davis at \$4,000 per week seem small but compared to a steelworker's annual income of \$1,720 in that same era, it was enormous. It also gave America's version of royalty a rather large disposable income enabling our heroes to purchase wonderful and luxurious new automobiles.

A popular luxury car of this time was the Packard. In 1930, half of all luxury cars sold worldwide were Packards. Only a handful of the 1934 LeBaron 1106 speedsters were ever built and they sold for \$7,745. Douglas Fairbanks ordered one of these phenomenal speedsters and Carol Lombard purchased one as a gift for Clark Gable. A lover of fine automobiles owning dozens of expensive automobiles from Duesenbergs to Packards, Gable rushed out to purchase a 1936 Lincoln-Zepher Continental after seeing the one given to Mickey Rooney by Henry Ford. Other owners included Babe Ruth and Pablo Picasso. Clark Gable also owned the famous SSJ Duesenberg, of which only two were made. Gary Cooper the proud owner of the second.

Lincoln Continentals were also favorite rides for Hollywood stars such as Rita Hayworth. A car built specifically for the rich and famous was The Hollywood Darrin a custom Packard built by Howard "Dutch" Darrin. The long list of owners included Clark Gable, of course, Dick Powell, Tyrone Power, Errol Flynn and Al Jolson. MGM purchased a 1939 Cadillac Series 75 by Fleetwood to drive Greer Garson around to all of the movie openings and special events. The car had a custom red interior of silk and leather because Ms. Garson's favorite



# LYWOOD INFLUENCE

by Gail J. Gephardt

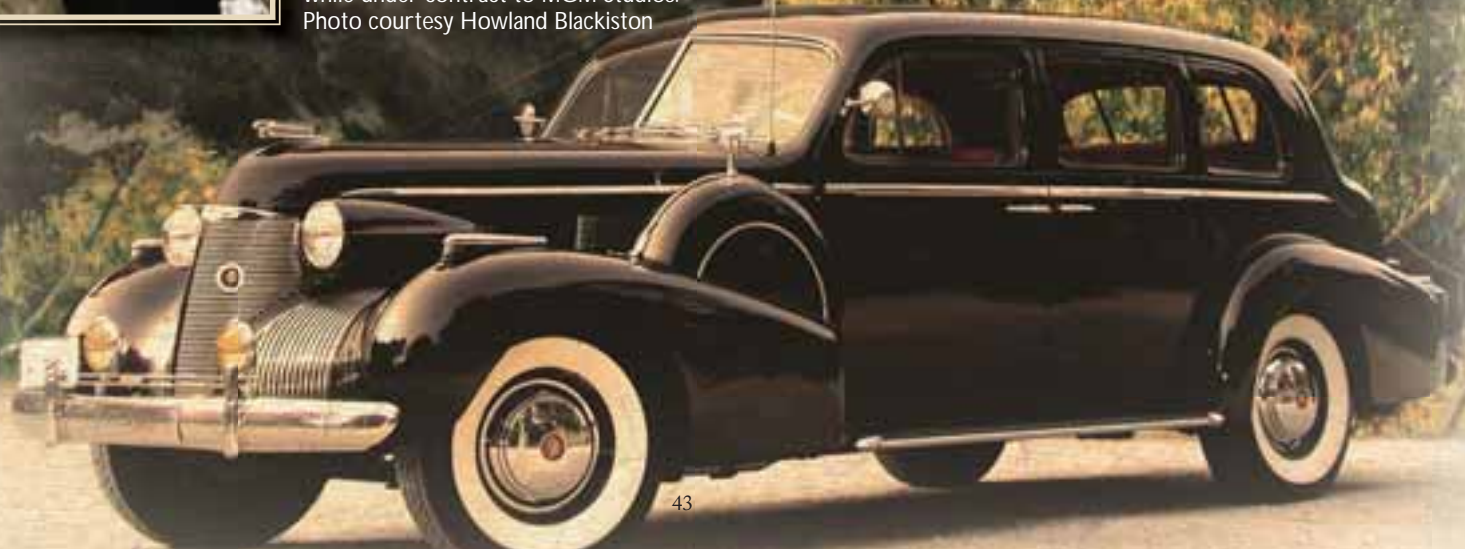
color was, you guessed it, red!

Today our icons drive Bentleys, Ferraris and Lamborghinis and the film industry continues to charm and beguile us. We are still absorbed in every detail of their lives and their attire - from the Red Carpet on Oscar night to bikini's at the beach. We

care who is getting married, divorced or just generally making a fool of themselves. And of course, what cars they own and drive. The silver screen just gets bigger and the cars just get better. I don't think our obsession with glamour; glitz and beautiful cars will ever end.



This 1939 Cadillac Series 75 by Fleetwood was designated as the studio car for Greer Garson while under contract to MGM Studios. Photo courtesy Howland Blackiston



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# A MANY-STORIED CHRYSLER

**Camela and Dave Labhard ~ 1937 Chrysler Imperial Business Coupe** by Judyth Bravo

Several years ago a story circulated among area veterinarians about a farmer who arrived at a one-day inoculations clinic for small farm animals in a shiny new four-door Cadillac sedan. Clad in bib-overalls, he jumped out of the Caddy and threw open its rear door to let several little lambs scramble out. He quipped, "My truck's broke. This is my wife's car. I figure they paid for it; they can ride in it". Owners Camela and Dave Labhard have a spin on that story to tell about the light gold 1937 Chrysler Imperial Business Coupe they are exhibiting at this year's Niello Concours at Serrano. This rare two-door model has done a tour of duty as a ranch car, shuttling baskets of turkey eggs across the fabled Fiddyment ranch near

Roseville's Galleria Mall. In those days Camela's father, Earl Corin who married into the Fiddyment family, owned the car. Corin acquired the car in the mid 1950's when he owned a service station in Carmichael. In those days, customers could charge gas. One of the Corin's customers ran up a forty-dollar tab that he was unable to pay. He offered the Chrysler in trade for the bill. Knowing it was the only way he'd get paid, Corin accepted the deal. Soon the car was doing the turkey trot at the family farm. Then one day someone forgot to set its handbrake, and the Chrysler rolled forward, sideswiping a piece of farm equipment, and badly damaging its

passenger side. It was banished to a barn for forty years where it became home to spiders, mice, and a few turkeys who hid out in it at Thanksgiving.

In 2002, Mr. Corin gifted daughter Camela and son-in-law Dave with the car. In 2003 the primed Chrysler was pulled from the barn and transported to R.M. Classics in Ontario, Canada, for a full body-off restoration

Now resplendent in its original color of Chinese light gold, reupholstered in beige English wool moleskin and sporting white-walled tires, the car is on the road again. The restored Chrysler has brought the Labhards many happy days especially when it garnered a 1<sup>st</sup> Place in Class at the W.P.C. Chrysler

Concours d' Elegance held in Burbank, California, in 2005.



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# ON THE GREEN TODAY

## WHITE 1911 MARION TORPEDO ROADSTER 40

Jon and Sara King  
Sacramento, California

Although many Americans have never heard of the Marion automobile marque, let alone ever seen one, Sara King of Sacramento grew up with the one she is exhibiting here today with her husband Jon, when she was a child in Colorado. Inherited from her grandparents in 2004, this rare vehicle received a "frame up" restoration approximately fifty years ago. Interestingly, Marion production took off in 1904 when John North Willys, the legendary owner of Overland purchased controlling interest in the company, and continued until 1914. Indianapolis's Fire Department converted from horses to horsepower with the purchase of a Marion for its Fire Chief in 1908.



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Photo by Laura Martin

# Packard Profile

## Ask the Man Who Owns One

by Judyth Bravo

As one of the great marques in the history of automobiles, the Packard projected an aura of prestige and excellence that was unmatched during the years between the World Wars by any other American manufacturer. The story goes that the first Packard was built in 1899 as a result of a disagreement between James Packard, who manufactured electrical equipment, and auto-manufacturer Alexander Winton. In 1898 Packard had purchased a Winton car with which he was very dissatisfied. Winton told him if he could do better he should build his own car. Packard did just that and the resultant marque went on to become a great name in an industry filled with great names until a disastrous merger

with Studebaker brought the story to its end in 1958. In all, Packard produced 1,610,890 automobiles during its time.

In 1915 when Packard first introduced its V12 engine, the legendary “Twin Six”, the end was nowhere in sight. By the early 1920’s Packards were the choice of the affluent, with Lincolns being their competition and Cadillacs coming up fast from behind. During the Depression, Packard, being both an “independent” and a luxury car had a tougher battle surviving than companies like Cadillac and Lincoln that enjoyed corporate support.

Despite this, Packard arrived at the end of the 1930’s with a full complement of upscale cars in its lineup. It offered excellent coachwork from Rollston, Le

Baron, and most notably, the legendary Howard Darrin. Undoubtedly, his finest work for Packard, if not the finest work of his career, was the convertible 120 based Darrin Victoria.

Packard went on to protect itself during the World War II by manufacturing Rolls-Royce Merlin aircraft engines under a license. Then after the War, using a marketing strategy best likened to shooting oneself in one’s foot, Packard destroyed its own affluent image with its introduction of less expensive models. There was little motivation to purchase the expensive model when it could so easily be confused for the cheaper Packard. The rest of the story is that Cadillac became America’s prestige leader.



MARVELOUS MARQUES OF THE PRE WW II ERA OF ELEGANCE

# SILICON VALLEY AUTO GROUP



57



2001 Ferrari 550 Barchetta  
Le Mans Blue/Tan



2006 Ferrari F430 Spider F1  
Rosso Corsa/Tan



2006 Ferrari F430 Spider F1  
Black/Black



New 2005 Bentley Continental  
Flying Spur Moonbeam/Ochre



New 2006 Bentley Continental GT  
Beluga-Beluga



New 2006 Aston Martin V8  
Vantage  
Onyx Black/Bitter Chocolate



New 2006 Lamborghini  
Murcielago Rdstr E-Gear  
Black/Black



New 2006 Lamborghini  
Gallardo E-Gear  
Dark Grey/Black



New 2006 Lamborghini  
Murcielago Roadster E-Gear  
Titanium-Black

## ASTON MARTIN

2009	Vantage S	Onyx Black
2009	Vantage S 2+2	Moonbeam/Black & Grey
2009	Vantage S 2+2	Black/Black
2009	Vantage S 2+2	Black/Black
2009	DB9 Vantage	Black/Maroon
2009	DB9 Vantage	Midnight Blue/Silverstone
2009	DB9 Vantage	Black/Vermorel
2009	MPX	Black/Black
2009	MPX	Black/Chocolate
2009	DB9	Dark Grey/Black
2009	DB9	Black/Black
2009	DB9	Black/Silverstone
2009	Vantage	Green/Green
2009	Vantage	Blue/Panther Blue
2009	DB7 Vantage	Met Grey/Grey

## BENTLEY

2006	Arnage T	Silver Tempest/Ochre
2006	Arnage R	White/Ochre
2006	Flying Spur	Black/Black
2006	Flying Spur	Moonbeam/Ochre
2006	Flying Spur	Silver Tempest/Portland
2006	Flying Spur	Silver Tempest/Portland
2007	Continental GT	Moonbeam/Black
2006	Continental GT	Black/Black
2005	Continental GT	Black/Black
2005	Continental GT	Black/Black
2005	Continental GT	Moonbeam/Porpoise

2009	Continental GT	Black/Black
2009	Arnage T	Black Tempest/Black
2009	Arnage	Black/Maroon
2009	Arnage	Black/Tan
2009	Arnage Mulliner	Black/Grey
1999	Arnage	Black/Chocolate
1997	Arnage	Black/Silverstone
1997	Blenheim	British Racing Green/Grey

## FERRARI

2006	430 Spider F1	Black/Black
2006	430 Spider F1	Rosso Corsa/Tan
2006	430 Spider F1	Rosso Corsa/Tan
2006	430 Spider F1	Silverstone/Tan
2006	360 Spider F1	Black/Black
2004	360 Modena F1	Silver/Black
2004	360 Modena R Speed	Rosso Corsa/Black
2003	360 Spider F1	TDF Blue/Tan
2003	360 Modena F1	Rosso Corsa/Black
2002	360 Spider F1	Black/Natural
2002	360 Modena	Titanium/Black
2001	360 Spider F1	Black/Black
2001	550 BARCHETTA	Blue/Tan
2001	360 Spider F1	Yellow/Black
2001	360 Modena F1	Silver/Black
1999	550 Maranello	Black/Tan
1999	456M	Blue/Tan
1997	355 Spider	Rosso Corsa/Tan
1998	Testarossa	Rosso Corsa/Tan

## ROLLS-ROYCE

2009	Phantom	White/Silverstone
2009	Phantom	Phantom/Coroeb
2009	Phantom	Black/Moonbeam
1999	Spectre	White/Tan

## LOTUS

2006	Evija	Black/Black
2006	Evija	Super White/Black
2006	Evija	Chassis Orange/Black
2006	Evija	Black/Black
2006	Evija	Black/Black

## LAMBORGHINI

2009	Murcielago Roadster E Gear	White/Black
2009	Murcielago Roadster E Gear	Light Anthracite/Black
2009	Murcielago Roadster E Gear	Black/Black
2009	Gallardo Spyder	Grey/Atar
2009	Gallardo E Gear	Dark Grey/Black
2009	Murcielago E Gear	Yellow/Black
2004	Murcielago E Gear	Yellow/Black
2003	Murcielago R Speed	Titanium/Black
1995	Duilio VT	Black/Black

## SALEN

2006	S7	Silver/Tan
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## SPYKER

2006	C8 Spyder	Titanium/Saddle
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Photo by George T. West

# Pierce Arrow Profile

## The Elite's Pierce-Arrow

by Vic Stewart

Pierce-Arrow was always among a group of automobile makers who produced finely crafted, luxury cars. Marques of that caliber in the early 1900's were Mercedes and Rolls-Royce in Europe and Thomas Flyer, Packard and Pierce-Arrow here in the United States.

The George N. Pierce Company's first production automobile was in 1901, utilizing a de Dion, 2-3/5 horsepower, single-cylinder motor. The company chose to make public the announcement of the car by driving it, with noisy entrance, into the Pan American Exposition of 1901, realizing a great deal of positive public relations from the attention-getting ploy.

In 1903, Pierce introduced an automobile called the "Motorette", a beautiful, tiller-steered car in which a two-cylinder motor, produced by Pierce's own company, was fitted. The "Motorette" sold for \$950. The "Great-Arrow", introduced in 1907, featured a six-cylinder engine mounted at the front, rather than in the center of the car at a price of \$4000.

It was in 1908, that the company became the Pierce-Arrow Motor Car Company. Pierce-Arrow came to be known as an automobile that was strong, dependable and powerful, appointed with fine craftsmanship to create a car identified with security and luxury for the owner and his or her passenger. Unpleasant aspects of society and difficult weather could be isolated, providing, as a result, comfort and a highly prestigious fashion statement.

Advertising illustrations were the most important part of a marketing campaign

begun by Pierce-Arrow around 1910, which was appealing and exciting. The Pierce-Arrow Company placed a great deal of emphasis on the need to advertise its automobiles and placed it in the hands of the Calkins & Holden Ad Company. The company hired many notable artists and it was through their illustrations that the public came to know motoring as an enjoyable, adventurous experience and the Pierce-Arrow automobiles as a prestigious trendsetter.

An artist-illustrator that proved to be pivotal in defining the Pierce-Arrow's status within the auto world was "found" by the art director of Calkins & Holden, Walter Whitehead. Eventually, Adolph Treidler would enjoy a long-standing relationship with Pierce-Arrow and was given freedom to create a series of illustrations that became a standard for defining the joys of motoring. The series also equated Pierce-Arrow automobiles with meeting the requirements of the wealthy and famous for what was expected by them of an automobile.

A unique hood ornament was used by Pierce-Arrow that incorporated an archer, in position with bow drawn taught, arrow positioned, aimed and at the ready to be propelled so as to adequately pierce the intended target. It made its debut on the Series 81. The company used sheet metal in the construction of the Series 81, which was considered a controversial innovation when the car was introduced 1928.

Pierce-Arrow, always one to capitalize on the hype and public attention generated

by automobile races, introduced its newly designed 1931, 12 cylinder automobile by entering it in the Bonneville Races in Nevada in 1931. The race was a twenty four hours in duration event. This powerful automobile broke fourteen international records by its performance, with driver of the car, A. B. Jenkins, at the wheel. He ran the car at 125 mph for last hour of the race. It is said that Jenkins used a razor at some time during the race so as to be clean shaven as he got out of the car at the race's end.

Pierce-Arrow automobiles were the choice at the time, of the rich and famous. American Presidents William Howard Taft and Woodrow Wilson (he had a Model A4-66) owned this motorcar. Owners of the Pierce Arrow also included royalty such as the King of Belgium, the King of Saudi Arabia, the Shaw of Persia and the Emperor of Japan. Other notables were John D. Rockefeller, Mrs. Andrew Carnegie, Mrs. Sarah Winchester, Orville Wright, Babe Ruth, Tom Mix, Ginger Rogers, the presidents of J.C. Penny, NBC, Standard Oil of California, F. W. Woolworth, Co. and Harvard University as well as Frank B. Gilbreth, to list a few. Oh yes, not to overlook this notable, Britt Reid, the Green Hornet.

Proud, prestigious and definitive, the Pierce-Arrow commands a highly respectable place in the history of the automobile that only a car of such innovative creativity could establish. Long live Pierce-Arrow!



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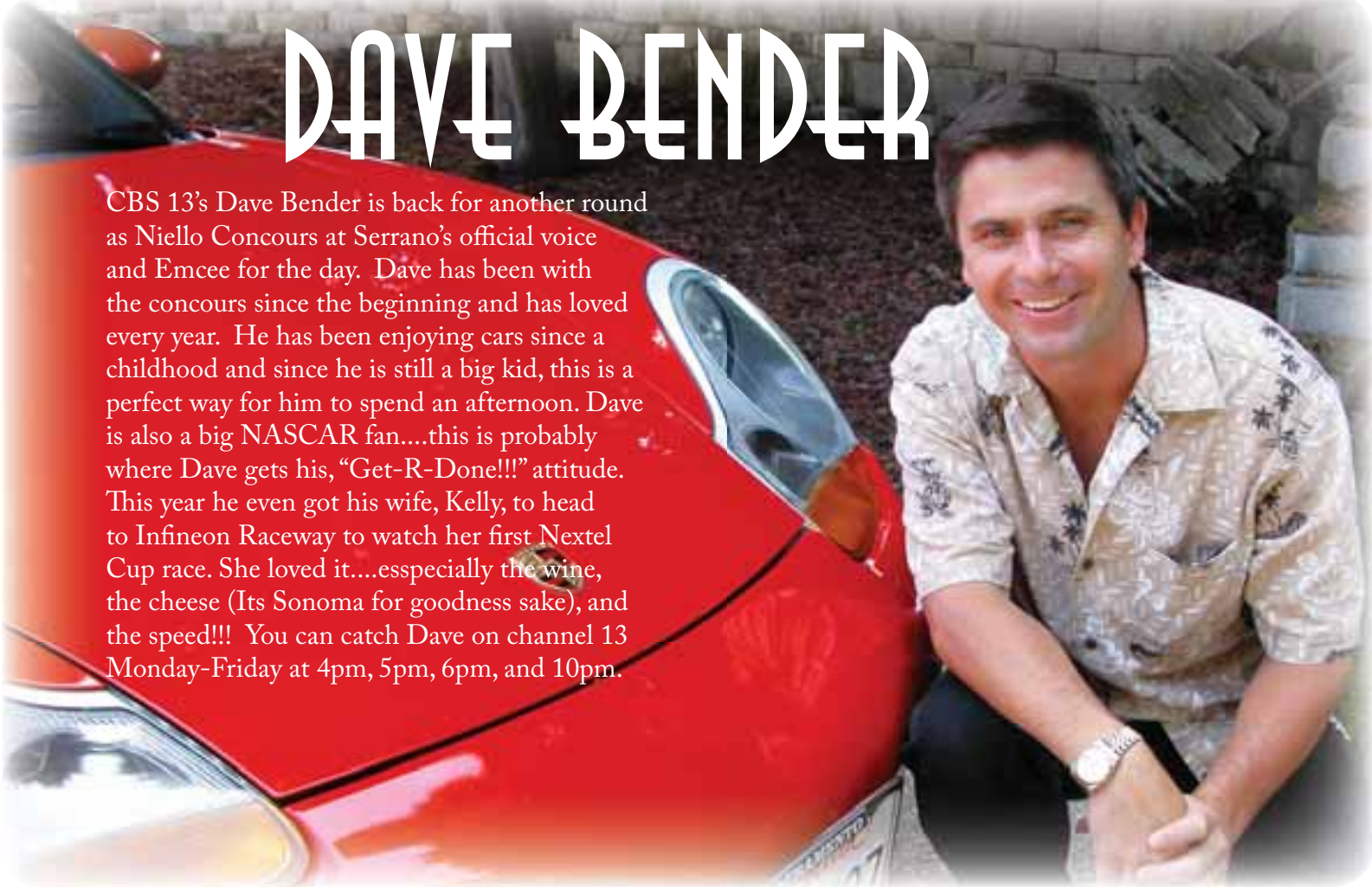
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# SACRAMENTO ART DECO SOCIETY



The Sacramento Art Deco Society was founded fifteen years ago for the appreciation and preservation of the Art Deco Era. This era is generally considered to be between the two world wars, 1918 to 1940, but actually spreads a little on either side. In 1925, Paris held the “Exposition des Artes Decoratifs et Industriels Modernes” from which the term Art Deco was coined in the 60’s. Countries were invited to contribute their designs in everything under

the sun with the admonishment that they must be original. Out of this sprang some of the most unique ideas ever seen before, some of which are still copied today.

A fine example of this style is found in the Empire State Building and the Chrysler Building in New York City. Designs were influenced and drawn upon from African designs, Egyptian, (King Tut’s tomb was discovered in 1922), Mayan, and from artists own original concepts. The Art Deco style was

a complete departure from the Art Nouveau and elaborate Victorian designs that had been previously relied upon for inspiration. The influence of the Art Deco Era is shown in everything from automobiles, fabrics, furniture, buildings, statuary, etc...

Celebrating this fabulous style is why the Sacramento Art Deco Society exists. We want to promote and preserve this unique era.

[www.sacartdeco.org](http://www.sacartdeco.org)

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## CLASSICS

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- 1 1936 - Packard 1401 Coupe Roadster  
*Dave Rockstein, Springfield, Oregon*
- 12 1940 - Packard 160 Convertible Coupe  
*Danno Raffetto, Placerville, California*
- 38 1932 - Lincoln KB Le Baron Convertible Coupe  
*Don Connolly, Aptos, California*
- 53 1934 - Auburn 12-50 V-12 Salon  
*Paul Taylor, Arroyo Grande, California*
- 116 1935 - Auburn Boattail Speedster  
*Don Sears, Tiburon, California*
- 134 1940 - Cadillac Series 75 Convertible Sedan  
*William Brooks, Santa Cruz, California*
- 141 1941 - Cadillac 62 / 67 D 2 Door Convertible  
*Marshall Kraus, Sacramento, California*

### Class B – US Classics Closed

SPONSORED BY CLASSIC CAR CLUB OF AMERICA

- 37 1940 - Packard 160  
*Maralyn Moore, Ukiah, California*

### Class C – European Classics Open & Closed

SPONSORED BY BRIAN D. MOORE RESTORATIONS

- 66 1937 - Rolls Royce 25/30  
*David Clover, Oakland, California*
- 102 1939 - BMW 328  
*Matt Sell, Boise, Idaho*
- 120 1934 - Rolls Royce Phantom II  
*Brent Heath, San Leandro, California*
- 136 1938 - Delahaye 135 MS Competition  
*Robert Owens, Hartford, Pennsylvania*

## SPECIAL DISPLAY

### \*Class D –Winners Row 2005 Niello Concours at Serrano Class Winners

SPONSORED BY PREMIER CONCOURS PROMOTIONS

- 31 1960 - Bentley Continental Flying Spur  
*Don Turner, Sacramento, California*
- 51 1967 - Austin Healey 3000  
*George Foster, Placerville, California*
- 90 1957 - Jaguar XK140 M/C  
*Ake Mater, Folsom, California*
- 143 1953 - Kaiser Dragon  
*Larry Rodkey, Elk Grove, California*

### Rams Head Automobile Collection

- 139 1954 - Alfa Ghia  
*John White, Sacramento, California*
- 140 1954 - Chrysler Ghia  
*John White, Sacramento, California*

### Class E – Preservation-Limited to Unrestored, Original Cars Through 1956

SPONSORED BY 94.7 KSSJ

- 42 1937 - Packard 120 Sedan  
*Michele Moore, Gold River, California*
- 94 1949 - Bentley Mark VI James Young Coupe  
*Robert Wardlow, Gold River, California*

### Class F – Pony Cars 1963–1972

- 34 1967 - Chevrolet Chevelle SS  
*Pete Bernardoni, El Dorado Hills, California*
- 40 1969 - Chevrolet Camaro Indy Pace Car  
*Marshal Crossan, Folsom, California*
- 78 1970 - Ford Mustang Shelby  
*Christian Simon, Folsom, California*
- 135 1971 - Chevrolet Chevelle SS  
*Bryan Simpson, Rescue, California*

# EXHIBITOR LIST

## FERRARI & EXOTICS

### Class H – Ferrari through 1974 including Dino

SPONSORED BY BORGES ARCHITECTURAL GROUP

- 105 1968 - Ferrari 365GT 2=2  
*Steve Valin, Nevada City, California*
- 114 1965 - Ferrari 275 GTS  
*Joe Hensler, Fair Oaks, California*
- 115 1972 - Ferrari 246 GTS  
*Greg Houck, Rancho Cordova, California*

### \*Class I – Ferrari 1975 – 1989

SPONSORED BY STEWART'S AUTOMOTIVE

- 19 1988 - Ferrari 328 GTS  
*John Tuscano, Yuba City, California*
- 55 1986 - Ferrari 328 GTS  
*Robert Ochi, Granite Bay, California*
- 93 1989 - Ferrari Mondial Cabriolet  
*Dan Henderson, Rocklin, California*
- 107 1987 - Ferrari 412  
*Classic Cars, Rocklin, California*
- 108 1982 - Ferrari 308 GTS  
*Craig Wall, Folsom, California*
- 119 1989 - Ferrari Testa Rossa  
*Chris Swinney, Yuba City, California*
- 123 1988 - Ferrari Testa Rossa  
*Michael Balch, Rocklin, California*
- 131 1981 - Ferrari Mondial 8  
*Scott McGehee, El Dorado Hills, California*
- 132 1985 - Ferrari 308 GTSI  
*Art Dunn, El Dorado Hills, California*

### \*Class J – Ferrari 1990 – Present

SPONSORED BY SALERNO MOTORSPORTS

- 25 2002 - Ferrari 360 Modena  
*Michael Powell, Shingle Springs, California*
- 26 2006 - Ferrari F 430  
*Joe Riera, El dorado Hills, California*
- 30 2005 - Ferrari Super America  
*Don Turner, Sacramento, California*
- 56 2005 - Ferrari 360 Modena Spyder  
*Nas Gebelli, Gold River, California*
- 82 1999 - Ferrari 355 Fiarano Spyder  
*Shahram Khodai, Granite Bay, California*
- 96 2000 - Ferrari 550 Maranello  
*Leo Fiori, Cameron Park, California*
- 103 1993 - Ferrari 348 GTS  
*Marcus McVicker, Sacramento, California*
- 110 1996 - Ferrari F355 Spyder  
*Rick Johnson, Lincoln, California*
- 112 2002 - Ferrari 575 Maranello  
*Classic Cars, Rocklin, California*
- 117 2007 - Ferrari F430  
*Frank Sigrist, Rocklin, California*
- 145 2000 - Ferrari 360 Modena  
*Jaqueline Ta, Brentwood, California*

### \*Class L – Exotics

SPONSORED BY FRANK SIGRIST HOMES

- 3 1973 - Maserati Bora  
*Wilson Werhan, Walnut Grove, California*
- 4 1967 - Iso Grifo  
*Mike Clarke, El Dorado Hills, California*
- 27 1974 - Detomaso Pantera  
*Randy Pratt, Shingle Springs, California*
- 32 2006 - Bentley Flying Spur  
*Don Turner, Sacramento, California*
- 44 2004 - Lamborghini Gallardo  
*Glen Cramer, Sloughhouse, California*

\*Not Eligible for SCCA Judging





- 45 1972 - Detomaso Pantera  
*Glen Cramer, Sloughhouse, California*
- 46 1969 - Detomaso Mangusta  
*Glen Cramer, Sloughhouse, California*
- 50 1981 - Delorean DMC 12  
*Stephen Ivie, El Dorado Hills, California*
- 58 2006 - Ariel Atom  
*Tyrone Curry, Citrus Heights, California*
- 85 1973 - Detomaso Pantera  
*John McNamee, Rancho Murieta, California*
- 92 2002 - Maserati Cambio  
*Dan Henderson, Rocklin, California*
- 98 2006 - Lotus Elise  
*Bob Finkbeiner, Gold River, California*
- 101 2006 - Mercedes Benz SLR McLaren  
*Bob Spence, El Dorado Hills, California*
- 111 2005 - Maserati Quattroporte  
*Frank Sigris, Rocklin, California*
- 113 2005 - Noble 400  
*Joe Hensler, Fair Oaks, California*
- 122 1997 - Porsche Turbo S  
*John Harding, Truckee, California*
- 129 1974 - Detomaso Pantera  
*Jeff Budelli, Folsom, California*
- 146 1992 - Vector W 8  
*Tony Ta, Brentwood, California*

## OTHER MARQUES

### Class M – Antiques to 1919

SPONSORED BY ANINO'S UPHOLSTERY

- 41 1908 - REO Runabout  
*Joe Anino, Gold River, California*
- 47 1915 - Overland Speedster  
*Patrick Hopkins, Orangevale, California*
- 91 1911 - Marion Torpedo Roadster  
*Jon King, Sacramento, California*
- 97 1913 - Pope Hartford  
*Bill Gularte, Soledad, California*

### Class N – Vintage Open through 1948

- 13 1936 - Ford Cabriolet  
*Norma Petersen, Cameron Park, California*
- 21 1931 - Ford Deluxe Roadster  
*Ronald Pizer, Reno, Nevada*
- 87 1942 Packard 110 Convertible  
*John Fuiks, Sacramento, California*

### Class O – Vintage Closed through 1948

SPONSORED BY BUSHNELL GARDENS

- 60 1948 Packard Deluxe Eight Touring Car  
*Brian Brandt, Fair Oaks, California*
- 72 1937 - Chrysler Coupe  
*Dave Labhard, Sacramento, California*
- 95 1936 - Buick Special Coupe  
*Dave Pickens, Elk Grove, California*
- 121 1929 - Buick Coupe  
*Beany Steinberger, Sacramento, California*

### Class P – American Open 1949 –1960

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- 5 1956 - Oldsmobile 98 Starfire  
*Larry Caye, Folsom, California*
- 16 1960 - Chrysler Imperial Crown Convertible  
*Henry Hopkins, Richmond, California*
- 22 1953 - Packard 300 Convertible  
*Lou & Sherry Hoffman, Placerville, California*
- 77 1957 - Chevrolet Bel Air  
*Patrick Rodgers, Rescue, California*

### Class R – American Closed 1949 –1960

- 6 1955 - Studabaker Speedster  
*Leonard Brewer, Georgetown, California*
- 15 1960 - Chrysler 300F  
*Richard Palmer, Richmond, California*

- 28 1954 - Cadillac Coupe Deville  
*Jim Hearn, Sacramento, California*
- 57 1957 - Chrysler Imperial Crown Coupe  
*William O'Brien, San Mateo, California*
- 83 1957 - Cadillac Eldorado Brougham  
*Geoffrey Smith, San Rafael, California*

### **Class S – American Closed 1961 – 1972**

SPONSORED BY ALBANO DALE DUNN & LEWIS INSURANCE

- 7 1961 - Chevrolet Impala SS  
*Stephen Kramer, Shingle Springs, California*
- 14 1963 - Chrysler 300 J  
*Reuben Lusvardi, Shingle Springs, California*
- 63 1965 - Pontiac G T O  
*Rick Jeffery, Diablo, California*
- 128 1964 - Lincoln Continental  
*Rick Niello, Carmichael, California*

### **Class T – American Sports Cars 1953 –1967**

SPONSORED BY COMMERCE PRINTING

- 8 1954 - Kaiser Darrin  
*John Nirenstein, Tiburon, California*
- 33 1955 - Ford Thunderbird  
*Rich Flaig, Granite Bay, California*
- 54 1957 - Ford Thunderbird  
*Lawrence Roth, El Dorado Hills, California*
- 61 1955 - Ford Thunderbird  
*Bob & Nell Laidlaw, Nevada City, California*
- 64 1957 - Ford Thunderbird  
*Ross Woodman, Elk Grove, California*
- 65 1957 - Ford Thunderbird  
*Ross Woodman, Elk Grove, California*
- 69 1957 - Ford Thunderbird  
*Don Wulbers, Citrus Heights, California*

### **Class T1 – Corvettes 1953 –1967**

SPONSORED BY ADCO


- 18 1966 - Chevrolet Corvette  
*Gary Hauf, Roseville, California*
- 24 1967 - Chevrolet Corvette Roadster  
*Robert Hurdle, Rancho Murieta, California*
- 52 1958 - Chevrolet Corvette Roadster  
*Murray Duncan, Santa Barbara, California*
- 73 1965 - Chevrolet Corvette Fastback  
*Tim Sargent, Shingle Springs, California*
- 81 1966 - Chevrolet Corvette  
*Hudson Vitaich, Sacramento, California*
- 137 1965 - Chevrolet Corvette  
*Brett & Lynn Egen, Granite Bay, California*
- 138 1965 - Chevrolet Corvette Roadster  
*Gill Caravantes, Sacramento, California*

### **Class U – Foreign Sports Cars through 1956**

SPONSORED BY MONEY CONCEPTS

- 9 1955 - Porsche 356 Speedster  
*Larry Wilson, Fair Oaks, California*
- 11 1956 - Jaguar XK140MC  
*Geoffrey Horton, Sonora, California*
- 17 1955 - MG TF 1500  
*Claire VanNiekerken-Fernandez, Shingle Springs, California*
- 20 1949 - Triumph 2000 roadster  
*Roger James, Livermore, California*
- 35 1947 - MG TC  
*Douglas Spindler, Shingle Springs, California*
- 48 1954 - Aston Martin DB2/4  
*Michael Ginsberg, Gold River, California*
- 62 1953 - MG TD  
*Rick Bellew, Redwood City, California*
- 76 1956 - Austin Healey 100/4  
*Terence Oconnor, Fresno, California*
- 127 1955 - Porsche 356 Speedster  
*Rick Niello, Carmichael, California*





### **Class V – Foreign Sports Cars 1957 – 1972 under \$5,000**

SPONSORED BY TRI COMMERCIAL

- 2 1965 - Porsche 356  
*Jerry Kilany, Granite Bay, California*
- 10 1952 - MG TD  
*Frank Hilscher, Folsom, California*
- 67 1970 - Triumph TR 6  
*Anabelle Pugh, Wallace, California*
- 68 1957 - Triumph TR 3  
*William Pugh, Wallace, California*
- 75 1962 - MG B  
*Shad Huntley, Gold River, California*
- 79 1965 - Sunbeam Tiger  
*James Morris, Antioch, California*
- 84 1958 - Porsche Speedster  
*Barney Gardner, El Dorado Hills, California*
- 124 1959 - Porsche 356 Roadster  
*Rick Niello, Sacramento, California*
- 130 1953 - Jaguar X K 120 FHC  
*Dick France, Los Gatos, California*

### **Class V1 – Austin Healey 1961-1957 3000**

SPONSORED BY SPORTS CAR MARKET LETTER

- 23 1963 - Austin Healey MKII 3000  
*Randolf Andorko, Elk Grove, California*
- 36 1961 - Austin Healey 3000  
*Kenny Johnson, Cameron Park, California*
- 43 1967 - Austin Healey 3000 MK III  
*Laran Walls, Antelope, California*
- 89 1965 - Austin Healey 3000  
*John Fox, Napa, California*
- 100 1967 - Austin Healey 3000 MK III  
*Jim Peterson, Gold River, California*

### **Class W – Foreign Sports Cars 1957 – 1972 Over \$5,000**

SPONSORED BY THE ROBB REPORT

- 71 1969 - Lotus Elan S 4 Coupe  
*Phillip Mitchell, San Jose, California*
- 80 1965 - Jaguar E type Coupe  
*Mark Hacker, Los Gatos, California*
- 86 1959 - Mercedes Benz 190 SL  
*Craig Lemster, McKinleyville, California*

104 1972 - Porsche 911

*Jerry Starkey, Penryn California*

109 1959 - Mercedes 190 SL

*Chris Hinjosa, Rocklin, California*

133 1963 - Jaguar E-Type Roadster

*Jim Perell, Loomis, California*

### **Class X – Foreign Passenger Cars Through 1956**

29 1937 - MG V A Saloon

*Richard Hansen, Ukiah, California*

49 1953 - Rolls Royce Silver Wraith Limousine

*Don Riddleberger, Sacramento, California*

88 1954 - VW Convertible

*Melissa Frank, Menlo Park, California*

### **Class Y – Foreign Passenger Cars 1957 – 1972**

**under \$6,000**

59 1966 - VW 21 Window Deluxe

*Chris Luke, Folsom, California*

99 1958 - Morris Minor Truck

*Bridget Robbins, Sacramento, California*

### **Class Z – Foreign Passenger Cars 1957 – 1972 Over \$6,000**

SPONSORED BY MILENKO DESIGN

70 1972 - BMW 3.0 CSI

*Shawn Hanson, El Sobrante, California*

74 1972 - BMW 3.0 CS

*Kurt Delimon, San Jose, California*

125 1972 - Mercedes 600 Limousine

*Rick Niello, Carmichael, California*

### **Class VRC - Vintage Race Cars**

SPONSORED BY THE 11-99 FOUNDATION

39 1965 - Ford Shelby Mustang

*Marshal Crossan, Folsom, California*

106 1964 - Sunbeam Alpine

*Bill Atalla, St. Helena, California*

141 1969 - Chevrolet Sunoco Camaro

*Bret Radanof, Roseville, California*



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# ON THE GREEN TODAY

## FAWN OVER TAN 1937 MG VA SALOON


Richard Hansen  
Ukiah, California

This elegant 1937 MG is one of only one hundred known remaining pre-war MG VA Saloons of the approximately twelve-hundred manufactured between 1936 and 1939. Interestingly Cecil Kimber, the founder of MG, chose the VA Saloon as his personal car. With its sunroof, telescopic steering wheel and open windshield it's easy to understand his choice. In true Brit tradition Mr. Hansen describes the car's coloring as "fawn over tan". In the colonies this would connote that fawn paint was another coat over a tan base. For the Brits this phrase simply means that fawn is on the top part of the car and tan is reserved for the fenders.



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Photo by Jesse Bravo

# Rolls Royce Profile

## "Ecstasy" Comes To Rolls

by Vic Stewart

Why was it so important that an automobile have a hood ornament? Is the hood ornament a definition of a car's character? This ornamentation seems to have begun some time ago when John Walter Edward-Scott-Montagu, Second Baron Montagu of Beaulieu, owner of a Rolls Royce Silver Ghost, a type 70, in 1911, is reputed to have wanted something that could be placed on the radiator cap of his wonderful automobile. A symbol of sophistication that he could look at with pride while he drove about in his beautiful car. He asked his good friend Charles Sykes, a sculptor, to design him such an object. When finished it was named "The Whisper", a descriptor of the silent, smooth operation of the car. Mr. Sykes took inspiration for his creation from sketches and drawings he made of a beautiful woman who modeled for

him named Eleanor Velasco Thornton. Miss Thornton was secretary to Claude Johnson at the Automobile Club until 1902. John Scott Montague was the editor of the glossy, weekly magazine, the Car Illustrated. After 1902, Miss Thornton became John Scott Montague's personal assistant.

The result of Mr. Sykes creation was a beautiful, sophisticated statuette of a beautiful woman, arms outstretched, in a flowing garment. When it was mounted on the radiator cap integrated with the gleaming radiator shell, it leaned forward, looking ahead, seemingly to witness the future as the Silver Ghost made its advance.

By approximately 1904, Claude Johnson had become a partner of the Honorable Charles Rolls and Henry Royce and Managing Director of Rolls Royce Limited. He is reputed to have sought out the quiet solitude of art galleries as relief from the difficult nature of his activities at the factory. It was at the Louvre that he viewed the Winged Victory of

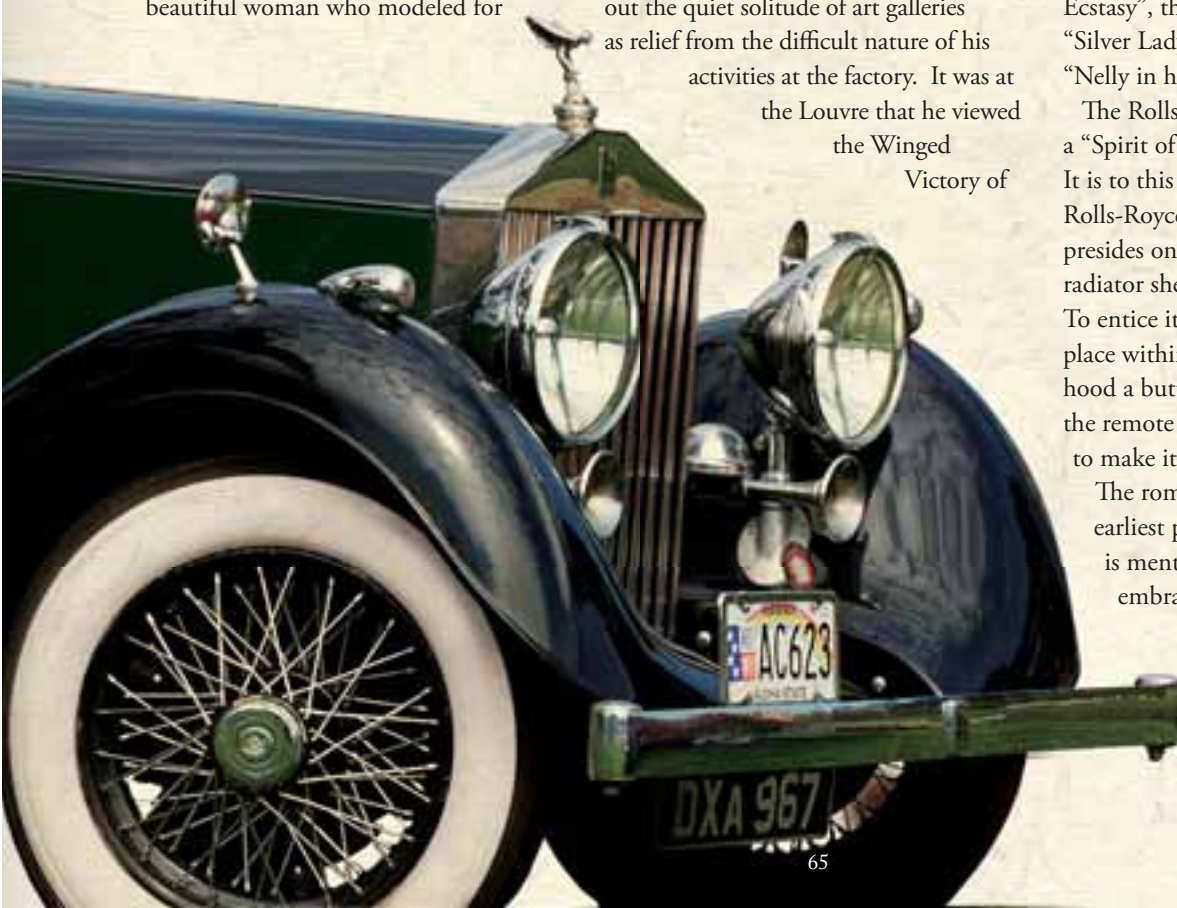
Samothrace, often referred to as "Nike" or "Goddess of Victory" and fell under its spell of beauty. About six years latter, Mr. Johnson commissioned Charles Sykes to create a radiator ornament for the Rolls-Royce Company and suggested that he view the marble sculpture he had admired at the Louvre. Charles Sykes, again employing inspiration of the beautiful Miss Thornton, created a statuette in his studio employing the lost wax method of casting metal. It was named the "Spirit of Speed" and later came to be known as the "Spirit of Ecstasy". It has adorned many a Rolls Royce since that time.

It was reported that Henry Royce did not like this addition to the car and preferred to drive his Rolls with no hood ornament.

This coveted object seems to have been known by many names since its inception such as the "Spirit of Ecstasy", the "Spirit of Speed", "Emily", "Silver Lady", "Flying Lady" and even as "Nelly in her Nighty".

The Rolls Royce of today still features a "Spirit of Ecstasy" hood ornament. It is to this day a valued part of new Rolls-Royce automobiles. It no longer presides on the radiator cap on the radiator shell but is there just the same. To entice it to come out from its hiding place within the forward part of the hood a button inside the glove box or the remote will actuate the mechanism to make it appear.

The romance and legacy begun at the earliest part of the twentieth century is mentally awakened when the eye embraces this object, the "Spirit of Ecstasy". Tradition continues and triumphs!



MARVELOUS MARQUES OF THE PRE WWII ERA OF ELEGANCE

# CLASS AWARDS 2005

## CLASS A JAGUAR ~ CLASSICS THROUGH 1950



**1st** 1948 Jaguar Mark IV Cabriolet  
Jeff and Sherron Egner, Grass Valley, CA

**2nd** 1950 Jaguar Mark V Saloon  
Charles Manchester, Stateline, NV

## CLASS G-2 PACKARD ~ POST-WAR OPEN



**1st** 1953 Packard 300 Convertible  
Jon Fuiks, Sacramento, CA

**2nd** 1949 Packard Convertible  
Bill Norton, American Canyon, CA

**3rd**

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## CLASS B JAGUAR ~ XK 120, 140 & 150



**1st** 1957 Jaguar XK 140 MC  
Jacob Diane Mater, Folsom, CA

**2nd** 1956 Jaguar XK 140 MC  
Doris Cretan, Sunol, CA

**3rd** 1956 Jaguar XK 140 SE OTS  
Larry Solomon, Woodside, CA

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## CLASS G-3 PACKARD ~ POST-WAR CLOSED



**1st** 1955 Packard The Four Hundred  
Fred Hill, Lafayette, CA

**2nd** 1951 Packard Model 300  
David Grundman, Rohnert Park, CA

**3rd** 1948 Packard  
Brian Brandt, Fair Oaks, CA

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## CLASS C ~ ALL E TYPES



**1st** 1971 Jaguar E Type  
Dana Brown, Los Gatos, California

**2nd** 1969 Jaguar XKE OTS  
Jeff Chew, San Mateo, CA

**3rd** 1969 Jaguar XKE OTS  
David Shields, El Dorado Hills, CA

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## CLASS H ~ FERRARI THROUGH 1975



**1st** 1960 Ferrari 250 GT PF Cabriolet  
Joseph Storm, Alamo, CA

**2nd** 1972 Ferrari Dino 246 GTS  
Greg Houck, Rancho Cordova, CA

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## CLASS F ~ XJS 1976 THROUGH 1996 OPEN & CLOSED



**1st** 1996 Jaguar X300  
Peter Grassi, Sacramento, CA

**2nd** 2001 Jaguar XKR  
Wayne & Pamela Barni, Redding, CA

**3rd** 1996 Jaguar XJS  
Bruce Wagner, Corral de Tierra, CA

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## CLASS M ~ ANTIQUES TO 1919



**1st** 1912 Ford T Touring  
Dave Stoner, Sunnyvale, CA

**2nd** 1906 Auto Car Roadster  
Mark Holthaus, Roseville, CA

**3rd** 1915 Overland Speedster  
Patrick Hopkins, Orangevale, CA

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## CLASS G PACKARD ~ PRE-WAR OPEN



**1st** 1940 Packard 160 Convertible Coupe  
William Brooks, Santa Cruz, CA

**2nd** 1940 Packard 160 Convertible Coupe  
Danno Raffetto, Placerville, CA

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## CLASS N ~ VINTAGE OPEN THROUGH 1949



**1st** 1931 American Austin 142 Roadster  
Lynn & Jan James, Tracy, CA

**2nd** 1941 Cadillac 2 Door Convertible  
Nancy & Marshall Kraus, Sacramento, CA

**3rd** 1930 Pierce Arrow 80 Runabout  
Luther Gentry, Belmont, CA

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## CLASS G-1 PACKARD ~ PRE-WAR CLOSED



**1st** 1933 Packard 11002 Club Sedan  
Paul Williams, Sonoma, CA

**2nd** 1937 Packard 120 4 Door Sedan  
Bill Henretty, Benicia, CA

**3rd** 1939 Packard Model 1708  
Lee Hill, Orangevale, CA

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## CLASS O ~ VINTAGE CLOSED THROUGH 1949



**1st** LaSalle ~ 1934  
Marshall Kraus, Sacramento, California

**2nd** 1936 Buick Model 46  
Dave Pickens, Elk Grove, CA

**3rd** 1932 Pierce Arrow Club Brougham  
Emil Schneider, Sacramento, CA

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CLASS P ~ AMERICAN OPEN 1949 THROUGH 1960



- 1st** 1956 Lincoln Premiere Convertible  
Brent Walker, San Francisco, CA
- 2nd** 1957 Chevrolet Bel Air  
John & Pat Grigsby, El Dorado Hills, CA
- 3rd** 1955 Ford Thunderbird  
Richard Flaig, Granite Bay, CA

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CLASS V ~ FOREIGN SPORTS CARS 1957-1972 UNDER \$5000



- 1st** 1967 Austin Healey 3000 MK III  
George Foster, Placerville, CA
- 2nd** 1952 MG TD  
Frank Hilscher, Folsom, CA
- 3rd** 1965 Austin Healey 3000 MKIII  
John Fox, Napa, CA

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CLASS Q ~ AMERICAN OPEN 1949 THROUGH 1972



- 1st** 1965 Ford Thunderbird  
Tom LaBrie, Sacramento, CA
- 2nd** 1965 Ford Thunderbird  
Andrew Weast, Roseville, CA
- 3rd** 1966 Ford Thunderbird  
Harold Hughes, Camino, CA

CLASS V - 1 FOREIGN SPORTS CARS 1957 - 1972 UNDER \$5000 (CLOSED)



- 1st** 1963 Lotus Elite Super 95  
Frans Nelson Reno, NV
- 2nd** 1962 Sunbeam Herrington Alpine  
Bill Atalla St Helena, CA
- 3rd** 1956 Porsche 356 SC  
Jerry Kilany Granite Bay, CA

CLASS R ~ AMERICAN CLOSED 1949 THROUGH 1960



- 1st** 1953 Kaiser Dragon  
Larry Rodkey, Elk Grove, CA
- 2nd** 1957 Chevrolet Bel Air  
Patrick Rodgers, Rescue, CA
- 3rd** 1954 Cadillac Coupe de Ville  
Jim Hearn, Sacramento, CA

CLASS WX ~ FOREIGN CARS THROUGH 1956- 1972 OVER \$5,000



- 2nd** 1955 MG ZA Magnette  
Jim Dunleavy, Placerville, CA
- 3rd** 1934 Rolls Royce Phantom II  
Brent Heath San Leandro, CA

CLASS S ~ AMERICAN CLOSED 1961 THROUGH 1972



- 1st** 1966 Oldsmobile Toronado  
Gary Hinman, San Jose, CA
- 2nd** 1966 Pontiac GTO  
Rick Jeffery, Diablo, CA
- 3rd** 1962 Chrysler 300H  
Doug Warren, Fair Oaks, CA

CLASS Y ~ FOREIGN PASSENGER CARS 1957-1972 UNDER \$6,000



- 2nd** 1972 Fiat 500 L  
Richard Cowan, Gold River, CA

CLASS T ~ AMERICAN SPORTS CARS 1953 THROUGH 1962



- 1st** 1957 Ford Thunderbird  
Dick Bottom, Reno, NV
- 2nd** 1955 Ford Thunderbird  
Peter Steinert, Sacramento, CA
- 3rd** 1959 Chevrolet Corvette Roadster  
John Clemens, El Dorado Hills, CA

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CLASS Z ~ FOREIGN PASSENGER CARS 1957-1972 OVER \$6,000



- 1st** 1960 Bentley Continental 4 Door Sedan  
Don Turner, Sacramento, CA
- 2nd** 1970 Mercedes 280 SL  
Ron Pizer, Sparks, NV
- 3rd** 1961 Rolls Royce Cloud  
Robert Amaratto, Sacramento, CA

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CLASS T-1 ~ AMERICAN SPORTS CARS 1963-1972



- 1st** 1964 Chevrolet Corvette Roadster  
Leo & Leah Michaud, Rocklin, CA
- 2nd** 1966 Chevrolet Corvette  
Nyle Baker, El Dorado Hills, CA
- 3rd** 1967 Ford Mustang GT 350  
Don Myers, Elk Grove, CA

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CLASS DC ~ DRIVEN CARS UP TO 1972



- 1st** 1948 Buick Woody wagon  
Ray Tomasello, El Dorado Hills, CA
- 2nd** 1957 Jaguar XK 140 MC  
Jay Adams, Walnut Creek, CA
- 3rd** 1963 Porsche 356  
Chris Luke, Folsom, CA

CLASS U ~ FOREIGN SPORTS CARS THROUGH 1956



- 1st** 1955 Mercedes Gullwing  
Tom Thornhill, San Rafael, CA
- 2nd** 1948 MG TC  
Teresa & Dan Stewart, Cotati, CA
- 3rd** 1947 MG TC  
Douglas Spindler, Shingle Springs, CA

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CLASS VRC ~ VINTAGE RACING CARS



- 1st** 1957 Porsche 356  
Ted Blake, Sacramento, CA
- 2nd** 1969 Chevrolet Camaro Z / 28  
Bret Radanof, Granite Bay CA
- 3rd** 1967 Shelby Cobra  
Marshall Crossan, Folsom, California

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# SPECIALTY



## BEST OF SHOW

1955 Mercedes Gullwing  
Tom Thornhill, San Rafael, CA



## BEL FERRARI ULTIMO AWARD

Ferrari 250 GT P F Cabriolet  
Joseph Storm, Alamo, CA



## MOST ELEGANT MOTORCAR

1930 Pierce Arrow 80 Runabout  
Luther Gentry, Belmont CA



## HONORARY JUDGES AWARD

1947 Chrysler Town and Country Woody  
Tom Mendenhall, Carmichael, CA



## PEOPLE CHOICE AWARD

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1941 Cadillac 2 Dr Convertible  
Marshall and Nancy Kruas, Sacramento, CA

# AWARDS 2005

## LADIES CHOICE AWARD

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1957 Chrysler Imperial  
William O'Brien, San Mateo, CA



## CORMORANT AWARD Outstanding Packard

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1939 Packard Model 1706  
Lee and Sue Hill, Orangevale, CA



## LEAPING CAT AWARD Outstanding Jaguar

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1954 Jaguar XK 120  
Richard Jenkins, San Francisco, CA



## PRESTIGE CLASSIC AWARD Most Outstanding Original Motorcar

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1948 Buick Woody Wagon  
Ray Tomasello, El Dorado Hills, CA



## THE GALA AWARD

1947 MG TC  
Douglas Spindler, Shingle Springs, CA





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 CONCOURS at SERRANO

**ON THE GREEN TODAY**

**YELLOW 1914 POPE HARTFORD  
 PORTOLA ROADSTER**

**Bill and Lee Gularte  
 Soledad, California**

Borrowing the vocabulary of birdwatchers, many spectators at the Niello Concours at Serrano today will add to their "life-list" of cars they have seen when they gaze upon Bill and Lee Gularte's Bright Yellow 1913 Pope Hartford Portola Roadster. This model was called originally a "Public Service Wagon" and was sold for use as a fire chief's vehicle or for police patrol. Later it was pragmatically dubbed the "Portola Roadster" when the model won a race in Portola, California. The Gularte's Portola Roadster could be nicknamed the "Little Baja" because it was raced there in the late fifties by its first restorer, Elan Frank Taliaferro. It has been owned for the past ten years by Bill and Lee who undertook another complete restoration. The five year feat has paid off for the couple with the car's taking 1st in Class at both Hillsborough's and Palo Alto's Concours d'Elegance in 2006 plus a Best of Show at the Ritz Carlton's Half Moon Bay Concours that same year.



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## ON THE GREEN TODAY

### BLACK 1939 BMW 328

Matt Sell  
Boise, Idaho

The story behind the 1939 BMW 328 the 1939 BMW 328 shown at the 2006 Niello Concours at Serrano fits interestingly into our theme this year. Mat Sell's car was originally delivered on April 6, 1939 in Magdeburg, Germany to Walter Dingel, a lieutenant in the Nazi SS. The car was raced by Lt. Dingel before the war and then hidden in a mechanics shop during WWII. The car remained unused in the mechanics shop until an Englishman, Nick Cussons, heir to the Cussons Soap Company purchased it for about £100. Mr. Cussons had the car restored and began to race it in England; the first race ran at Oulton Park in Cheshire. The car now resides across the pond in America.



# THE ULTIMATE DRIVING TOUR



In excited anticipation of the Niello Concours at Serrano on Sunday, The Ultimate Driving Tour put the Concours entrants on the road the day before. This drive took a few chosen rare, historic and valuable cars on a breathtaking tour in the heart of the historic Sierra foothill Gold Country.

The Ultimate Driving Tour began at the Town Center in El Dorado Hills. Check in for the tour took place inside the Hang it Up Gallery, during which time cars were on display at the center for all to enjoy and a photograph of the motorcar was taken to be framed for a tour keepsake. As the drivers revved up their engines and took off on their adventure hopes were high for a fantastic day. The opportunity to meander along scenic backroads in some of California's most picturesque rural settings was a truly enjoyable experience. Arrival in the charming Gold Rush town of Sutter Creek gave participants an opportunity to show their cars to the townspeople. The participants were then given a 2-hour window of time to tour the area. As they toured the lush Shenandoah Valley wine country, home to a host of award-winning wineries, the views that were enjoyed as they wound their way along country roads of oak studded

hillsides and the majestic Sierra Nevada mountains were truly beautiful. Visiting the wineries of Amador County was a delight. Most are small family operations where unpretentious hospitality is the norm.



Lunch was served at the breathtakingly beautiful Bella Piazza. This truly "Tuscan" winery is a must see, to experience and feel the romance of wine making. Participants enjoyed gourmet food and wine while dining on the plaza style patio with fabulous views of rolling hills & vineyards. All this while their motorcar was on display for spectators to get a glimpse of what can be expected at the Niello Concours at Serrano the following day.

Cars competing in Sunday's event were invited to partake in The Ultimate Driving Tour. Participation will only affect the judging of the car in the event of a tie, in which case the car that completed The Ultimate Driving Tour will receive the advantage.



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## CONCOURS RADUNO *at Masque Ristorante*

The Concours Raduno at Masque Ristorante is a gathering of motorcar owners for an evening spent enjoying the art of the automobile. Please join us on the patio at Masque Ristorante, 3909 Park Drive in El Dorado Hills, for light Hors d'oeuvres and live music as you enjoy a fabulous display of motorcars. If you are the owner of a motorcar of significance please feel free to display it so all may enjoy. This event will be held monthly during the summer months.

*Join us at 6:30 in the Evening  
During the  
Summer Months of 2007  
June 12, July 10, August 7,  
September 18.*

## ON THE GREEN TODAY

### BLACK 1953 ROLLS ROYCE SILVER WRAITH

Don Riddleberger  
Sacramento, California

With its bespoke elegance, this black 1953 Rolls Royce limousine, exhibited by its owner Don Riddleberger of Sacramento, has carried away more than a hundred awards at Concours d'Elegance from Pebble Beach to Silverado where it earned the illustrious Lucius Beebe Award in 1998. Riddleberger is especially proud that his pride and joy is not simply for "show" but is also for "go". This car has never been on a trailer in its lifespan. Mr. Riddleberger quips "If you see it on a trailer, its been stolen!" Just keep on keepin' on, Don!



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Andrea Gomez  
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V101



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Natalie Paulsen,  
Andrea Gomez,  
Melanie North,  
Lizzie Yoshida,  
Rachel Norris,  
Hannah Wasserman,  
Katrina Bee,  
Rebecca Ballew,  
David Caesar,  
Bryce MacDonald,  
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# ON THE GREEN TODAY

## CORDOBA TAN 1936 FORD CABRIOLET

Norma Peterson  
Cameron Park, California

This model convertible was considered by many to be the most beautiful Ford to strut the runway. Sleek and full of intrigue, the 1936 Cabriolet captured the hearts of many and continues to do so today. This particular vehicle with its elegant tan exterior and chocolate interior belongs to Norma Peterson of Cameron Park who received it as a birthday gift in a swell gesture by her husband Robert, definitely a swell guy! By coincidence both Norma and the convertible are 1936 models.



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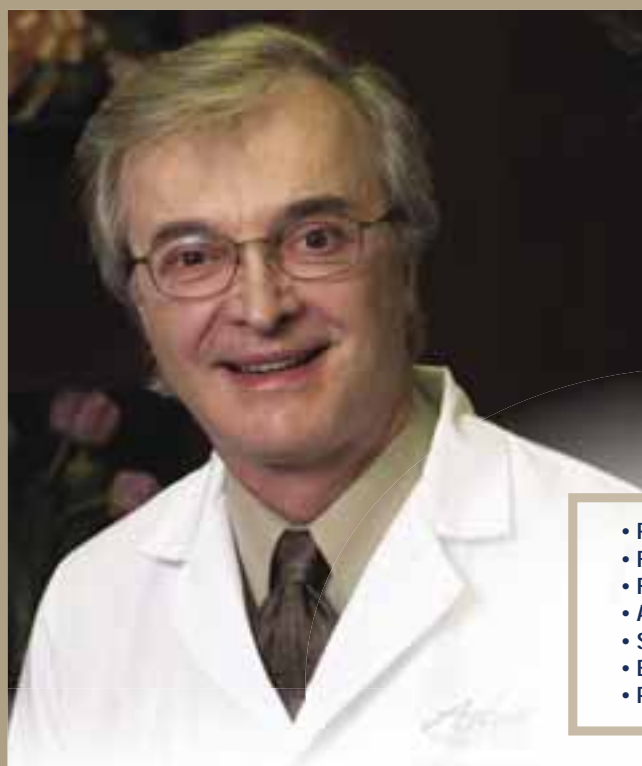
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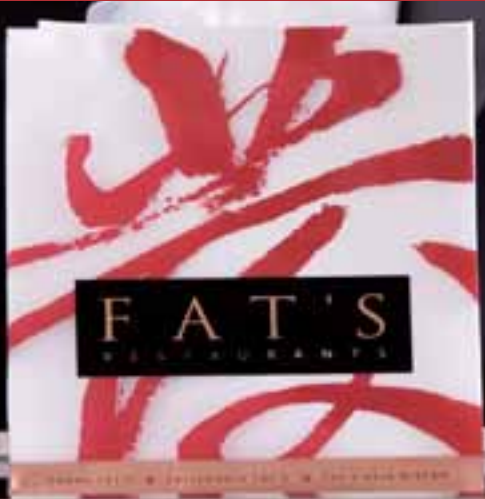
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# SCCA

The Niello Concours at Serrano is a Sports Car Club of America, or SCCA, sanctioned event. This means the criteria used for judging a Concours vehicle is based upon the configuration and condition of the automobile when it left the factory. Judging criteria has evolved a bit over the years, but in the last twenty years the emphasis has been on authenticity and quality. Today it is easier to determine the correct configuration of a particular vehicle than ever before. The intense effort to research the minute details of the original construction or "build sheets" for a large range of cars by car owners, restorers and judges has become more advanced as technology increases. By using the Internet and other information gathering and dissemination methods it is possible to have accurate, detailed information about a vehicle's original configuration. As a result, there are fewer issues and less confusion about the authenticity than in the past. SCCA Judges are all car enthusiasts and owners and are very passionate about a particular marque. These judges go to great lengths to know and understand their favorite marques which means the owners can expect consistency in judging of their automobiles in all SCCA sanctioned shows.

## SCCA OFFICERS

*Chief of Concours* – Steve Miller  
*Chief Judge of Concours* – Butch Wright  
*Chief of Scoring and Registration* – Shirley Wright  
*Chief of Field Crew* – Darren Townsley  
*Chief Announcer* – Steve Miller  
*Chief of Rules and Regulations* – Mike Ostrov  
*SCCA Liaison* – Ed Therrien  
*Entries Chairman* – Shirley Wright



## ON THE GREEN TODAY

WHITE WITH BLUE 1965-S FORD  
GT350 SHELBY MUSTANG

Marshal Crossan

El Dorado Hills, California

One of only 525 and built in Shelby American's L.A. Airport Hanger Facility, the White with Blue 1965-S Ford GT350 Shelby Mustang on display today has a proud and well documented heritage of racing, magazine covers and proud owners. This car originally served as a "Factory Demonstrator" to a Shelby American Executive. It was sold in 1966 at a Ford dealership in Louisville, Kentucky for \$3049.00 and current owner Marshal Crossan has the original invoice to prove it. The car was sold to a gentleman who wanted a new sports car for his son's 1966 graduation. Although the young 17-year-old owner impressed and met his bride to be with this car it had to be returned to the dealership after just 5 months of ownership because of too many speeding tickets!



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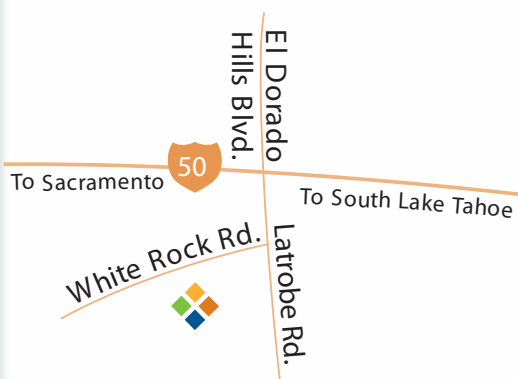


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