

NIELLO
CONCOURS at SERRANO

OCTOBER 3, 2021



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THE NIELLO COMPANY

Centennial • 1921 - 2021



• 1921

The son of Italian immigrants resettling in San Francisco during the 1900s, **Louis Niello** opened a Packard dealership on Ellis Avenue in San Francisco.



• 1960

Richard Niello, Sr became President in 1960 when establishing R.L. Niello Co, Inc.



• 1973

Niello BMW was established in Sacramento

• 1955

Niello Volkswagen established the company in downtown Sacramento



• 1956

Niello Porsche opened its doors. To date, Niello Porsche is the longest owned Porsche dealership in the country



• 1969

A relatively unknown brand at the time, The Niello Company started an Audi franchise

• Niello Volkswagen relocated to Arden Way



For The Niello Company, what started as a small independent Packard specialist and repair shop has turned into the region's only privately held dealership group spanning over nine of the world's finest automotive manufacturers. One constant throughout all this time has been our unyielding commitment to the customer, the products we offer and the experience we create. We are proud of our legacy and look fondly at our past, while at the same time look to the future with excitement at optimism for all that's to come.



- **1994**
Niello Acura relocated to Madison Avenue



- **2001**
An off-road enthusiasts' dream, Land Rover Rocklin opened in Placer County

- **1984**
Niello BMW Sacramento moved to Fulton Avenue and has remained ever since

- **1990**
The Niello Company opened Niello Acura

- **1991**
The Niello presence expanded in Concord, acquiring an Infiniti franchise which has exclusively offered the brand since it opened

- **1995**
Rick Niello became President of The Niello Company



- **2002**
Offering a quirky, unique alternative, Niello MINI opened in Sacramento





• 2008

The Niello Company built a state-of-the-art facility in Elk Grove for the second Niello BMW dealership

• 2014

Niello MINI relocated to Auburn Boulevard



Niello Acura moved to the Roseville AutoMall

Niello Volvo of Sacramento opened on Madison Avenue

• 2007

Jaguar Sacramento
Land Rover Sacramento opened its doors



• 2011

The Niello Company celebrated its 90 Year Anniversary as the regions' only privately-held dealership group with a breadth of products that spans 10 brands

THE NIELLO COMPANY
90 YEARS OF AUTOMOTIVE EXCELLENCE

• 2016

Niello Alfa Romeo opened in Sacramento
Niello Maserati opened a new location

Maserati of Sacramento added one more iconic brand to the list of brands The Niello Company provides to its customers





• 2018

Niello Volvo Cars Sacramento opened its newly remodeled dealership

- Niello University Training Program Kicked Off

• 2017

Rick Niello recognized as the UCP Humanitarian of the Year

• 2019

- Niello BMW Sacramento opened its newly remodeled dealership



- Niello Buy Center opened



- Niello Audi celebrated its 80 year anniversary

• 2021

- The Niello Company's centennial celebration



- Niello MINI relocated to Fulton Avenue

- A second Jaguar location opened in Rocklin



• 2022

Porsche Sacramento Coming Soon

100 Years Celebration

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WELCOME FROM BRIAN & MICHELE MOORE

Welcome to the Niello Concours at Serrano!

We are so excited to be back and to see the fabulous collection of automobiles on display this year as we feature the marque of Cobra and celebrate the History of Sacramento Auto Racing. The motor cars you will see on the green today represent an amazing array of nearly 115 years of automotive history.

The past eighteen months have been tumultuous for all of us. Having everything turned upside down has made us realize what is truly important. Our faith and family is what got us through. We are grateful for both and celebrate our family, who are all here on the green as part of the Concours Team, with this photo.

Eighteen years ago, we took a leap of faith with a new venture, for us, and for the community of Serrano. We had no idea what lay ahead. These years have been some of the most challenging, yet fulfilling and rewarding of our lives. Concours day is the culmination of an enormous amount of hard work done by many people...we hope you get a sense of how important every detail of your experience is to us.

We are thrilled to celebrate the centennial of The Niello Company this year! What an accomplishment. We are honored and grateful for the sponsorship provided by The Niello Company, an organization whose integrity and enthusiasm for all things automotive is evident in everything they do. Rick Niello has been a tremendous support to this event, and we value all that his Company does for this Concours.



Endless gratitude and appreciation to Bill Parker and Parker Development Company, for allowing us to hold this event in such a picture-perfect place. This venue at Serrano is significantly important to the success of today's event. Attendees often comment on the beauty and serenity of this Concours location. It is truly spectacular!

This event has been a labor of love and a monumental effort by many people, such as our Advisory Board, event day volunteers, and the many friends who support us during every stage of bringing to the green what you are enjoying here today. Words cannot express our heartfelt gratitude and appreciation for all you have done to make this event happen!

A special thank you goes out to the Solid Rock Faith Center, which provides us with the many volunteers at the Concours today; in turn, we proudly support their Lord's Gym Outreach Sports Center.

To everyone who supports this event, from the spectators to our generous sponsors, advertisers, vendors, judges and volunteers ...we could not have done it without you!

We especially want to thank the motor car owners, who have taken the time to prepare their works of art and bring them here to share with all of us today. We know their enthusiasm to roll these beauties out of the garage and onto the green will be felt at the concours today... A little piece of the old "normal" for us all!

Most importantly, we thank God for the strength He gives us and the miracles He performs for this event each and every year. He took perfect care of us during this last year, from our health to all of the issues of not having a concours, He was and is faithful!

We feel honored to bring this event to you each year. Our desire is to keep the passion for the art of the automobile alive in hope that the younger generations who attend will feel a spark of interest to become a motor car enthusiast and one day enter a car of their own in the Niello Concours at Serrano!

Sincerely,

Brian & Michele Moore
Event Chairs

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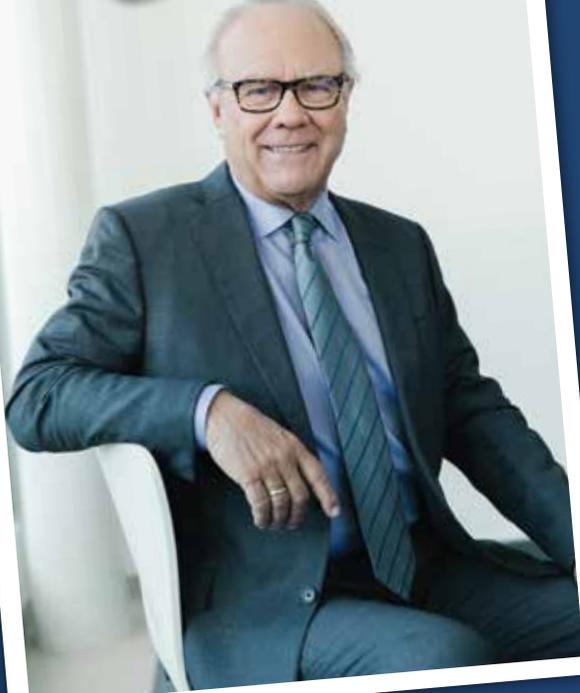
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(916) 659-5232 | landrover.niello.com

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CONCOURS at SERRANO



WELCOME FROM RICK NIELLO

Welcome to the Niello Concours at Serrano!

Now in its seventeenth year, the Niello Concours at Serrano offers one of the area's finest collections of vintage automobiles set against the beautiful backdrop of the rolling foothills of El Dorado County. This stunning setting makes for an exclusive opportunity to celebrate the best in automotive design and innovation as well as

enjoy the camaraderie of fellow collectors, enthusiasts and friends. I am delighted to welcome everyone today, whether you are old friends of the Niello Concours at Serrano or attending for the first time.

This year we celebrate our Porsche, Audi and Land Rover brands. These brands have served to define the landscape of the automotive industry by designing and producing some of the most collectable automobiles in the world. With a striking combination of both style and grace, they are true engineering masterpieces on the road. The Niello Company is proud to have the longest, privately-owned Porsche franchise in the United States. For over 65 years we have had the privilege of offering the Porsche brand to those looking for something exhilarating and adventurous. I am thrilled to announce that The Niello Company will be opening an all-new Porsche Sacramento dealership on Auburn Boulevard in 2022. As you stroll the Concours today, be sure to visit the Niello Audi display next to the lake where

we're showcasing the 2022 Audi RS e-tron GT all-electric vehicle.

Today on the grounds, we offer a multitude of automotive opportunities for you to enjoy. Near the covered bridge, Niello Porsche will be offering an exciting Ride & Drive Experience. We are excited to also have a stunning showcase of product from Niello Land Rover Sacramento featuring the new Land Rover Defender. Lastly, The Niello Company is proud to display on the green today four motor cars from our classic collection; a 1947 Ford Woody Wagon, 1961 Jaguar E-Type Roadster, 1956 Porsche 356 Pre-A Speedster and a 1935 Packard Senior Convertible Sedan.

Most importantly, I would like to thank Brian and Michele Moore for their time and commitment year-round to this special event. Their passion for an unprecedented guest experience is just one of the many things The Niello Company and Premier Concours Promotions have in common and why we continue to support this extraordinary event year in and year out.

I hope you enjoy your day on the green and all the event has to offer.

Best regards,

Rick Niello

President, The Niello Company

THE NIELLO COMPANY



CENTENNIAL • 1921-2021

For 100 years, The Niello Company has known it's been about far more than helping you find and drive a great car. It's setting an example that others can follow. It's having a positive impact well beyond our walls. It's supporting the community that fuels our collective growth. It's the understanding that taking great care of each individual customer starts with taking care of all the people in our organization. As we reflect back, we are proud to remain locally owned and honored to have sold and serviced more vehicles, for the brands we represent, than any other automotive company in the region. We have immense gratitude for everyone that has been a part of this fantastic ride. It's not just a car. It's a journey.

The Niello Company. Driving what's good for a century.



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WELCOME FROM BILL PARKER

Welcome to the Niello Concours at Serrano

Now in our 17th year, we are excited to welcome you back to this exceptional event, that celebrates community as much as it celebrates the automobile.

Today you will find an exquisite array of some of the world's finest automobiles presented by their owners and The Niello Company, as well as live music, fashion, local cuisine, fine wines and entertainment on the Village Green at Serrano.

We hope you take the time to enjoy the cars, the community, but most importantly, the company of one another.

For more than 25 years, the team at Parker Development Company has remained dedicated to providing the residents of Serrano, and guests of this pristine community, nothing but the highest standards of excellence. And the Niello Concours at Serrano is a testament to that effort.

We are so very grateful that we have this opportunity to come together.

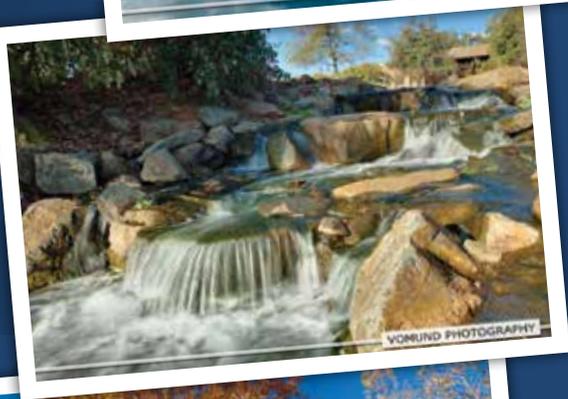
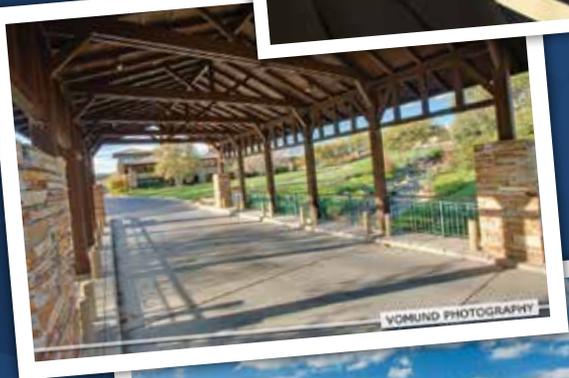
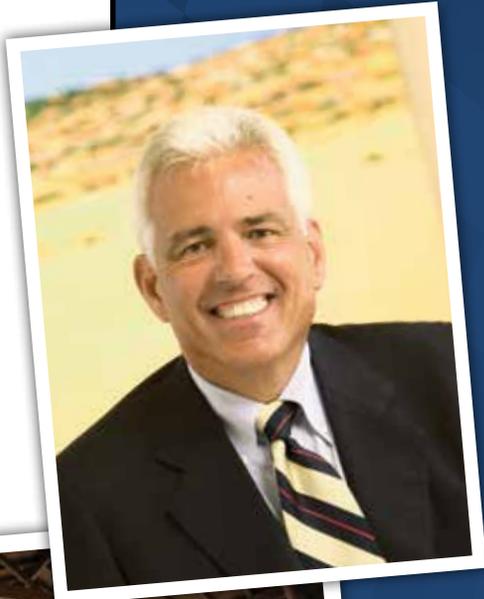
Thank you for joining us.

Welcome to Serrano.

Sincerely,

Bill Parker

President, Parker Development Company
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2021 AWARDS

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HONORARY JUDGES

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*Author - "Go Like Hell"
Inspiration for the movie "Ford v Ferrari"*

SCOTT PRUIT

*Former Race Car Driving Champion in
NASCAR, CART, IMSA, Trans-Am & Grand-AM*

TOMMY HUNT

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CARROLL SHELBY

Launching a Legend

Everything starts somewhere. The legend of Carroll Shelby started in 1941, with love letters, boots and an airplane in the great state of Texas. There must have been deeply entrenched greatness in a man who, as a flight instructor for the U.S. Army Air Corps, decided to simply drop his love letters to his fiancé from his plane down to her farm.

Talk about ingenuity. That little slice of history really is not a significant component of his legend; it was a small thing yet spoke loudly of how great things started. Shelby was air-dropping boots in 1941 but it wasn't until 1965 that he really started to appeal to the hearts of a nation, and not long afterwards, the globe.

Of course, Carroll had numerous accomplishments between 1941 and 1965. No one can ignore his racing accomplishments.

His "Crown Jewel" was the 1959 24 Hours of Le Mans victory as the co-driver of an Aston Martin. Few know, however, that his very first race was in 1952, behind the wheel of a hot rod that was powered by a Ford engine. While this was not the beginning of his relationship with Ford, it did portend his long lasting connection with them.

Carroll Shelby was everything a man of the time needed to be; big & strong, handsome with an outgoing personality, flamboyant in the extreme and possessed of incredible ingenuity. However, the launch into global fame needed one last thing; synergy.

Why synergy? Because being a great racer was not enough. Simply being the coolest cat in Texas was not enough. He needed something that made him more than the sum of his parts and accomplishments. Carroll needed branding, otherwise known as merchandising. And, he needed something to merchandise.



In 1961 Shelby heard that an English manufacturer of a nice two-seat roadster, AC Motors, lost its supplier of engines. Shelby thought he could both help AC Motors and also build a new car. So, he went engine shopping. After being refused by Chevrolet because they didn't want to support a competitor to the Corvette, it was time for Shelby to think about Ford. He knew of a new Ford 221 cubic inch V-8 engine that, besides being available was quite compact and light in design. This engine seemed like a good match for the AC chassis and body that Shelby believed would accept the engine with only modest modifications.

Shelby approached AC Motors with his idea. A bond was formed and later in the year, after deciding that 221 cubic inches was not enough, Shelby acquired the necessary quantity of Ford 260 cubic inch V-8 engines to improve the AC Brand. There being no substitute for cubic inches, the 260 became a 289 cubic inch engine. Of course, this car's name was...COBRA!!!!

Oh, and the 260 and 289 cubic inch engines were really nice in the roadster. However, they really didn't have the kind of punch Shelby demanded from a sports car. Apparently, Ford had a few 427 cubic inch big block race engines laying around that the NASCAR teams didn't need. Perhaps a few more "modifications" to the body and chassis of the Cobra were called for. They went to work.

After a LOT of careful shoehorning and craftsmanship, they built the 427 AC Cobra. The 427 Cobra is now one of the most legendary and desired automobiles in automotive history. Not coincidentally, they had a pretty respectable tool to race at home in the US of A. The upgraded Mark II 289 cubic inch Cobra lost only one race over three years in the USA. After dominating US competition, winning U.S. Road Racing championships in 1963 and 1964, Ford and Shelby decided to freight some Cobras "over the pond" and hopefully bloody the noses of most of the European sports car manufacturers. Off to the races he went.

European racing of the Cobras was challenging. The most difficult problem Shelby faced was "Homologation." In order for the car to be raced there had to be at least 100 of that model built. Cobra production was below that figure and cars had to be redesigned in the production line so the racecars could be homologated. This took time and allowed the Europeans to size up the Cobra. In fact, the Shelby Team Cobras were not allowed to race in Europe in 1965.

While the AC Cobras were legendary in and of themselves,

they were not a mass-market product. So, in 1965 Shelby put himself in front of his acquaintance Lee Iacocca and some other executives from Ford Motor Company and generously admitted how wonderful a car the Mustang was. Everyone at Ford agreed it was fast, affordable and good-looking. The powers that be were quite pleased with themselves and there was much backslapping all around.

That is, until Shelby explained his intentions and showed how he saw so much more in the Mustang; after the mandatory gratuitous compliments he explained to them what the Mustang really could become. Enchanted by the vision Shelby presented, Ford management bought into the dream of the Shelby GT-350 Mustang, Mr. Shelby went from Great Racer to a Living Legend. They sealed the deal with the bigger, stronger, faster Shelby GT-500. Once again the 427 Cubic Inch engine powered a Shelby conceived "Big Boy Toy." The elevation of Carroll Shelby to official "Legend Status" began. It had taken only a few years.

Besides toying around with Mustangs, Mr. Shelby and Ford brought the world some of the greatest sports and racing cars ever made; everyone remembers his GT-40 racecars. The GT-40 series sported what were widely considered some of the most beautiful bodies ever seen on racecars. Besides that, they were rather fast and beat the living daylights out of Porsche, Ferrari and a few other European brands at their most revered venue, Le Mans.

In 1982 Carroll's buddy from Ford, Lee Iacocca was now the big man at Chrysler Motor Company and was sick of selling weak, uninspired cars. Who was better suited than "Old Shell" to light the fires and kick the tires of a moribund industry? Lee called Shelby and the rest is history.

Viper... Sound familiar? Once again, the Shelby magic was virtually applied to an industry. The Dodge Viper was designed using the classic Shelby formula; lightweight, two-door body, big powerful engine and massive tires. With its V-10 engine, aluminum body, cloth top and giant rubber, the Viper simply crushed all of the other sports cars of its time, cars costing HUNDREDS OF THOUSANDS of dollars more. The Viper single handedly raised the bar for today's new era of domestic American sport cars. Even now in 2012, the Viper remains a standard for high value, high performance sports cars and it still leads almost every sports car, except the new GT-500 Shelby Mustang, around almost every racetrack.

In June 1990, Shelby decided he had enough of his problems

Launching a Legend

with his old ticker and underwent a heart transplant. After his surgery Shelby launched the Carroll Shelby Heart Fund. He intended the fund to assist children waiting for and going through the transplant process. The fund has raised millions of dollars for children in need.

In 1992, Carroll Shelby was inducted into the International Motor Sports Hall of Fame. The automotive and racing accomplishments of this man are only a part of the legend of Carroll Shelby. He has brought ever so much more to the world than racing trophies.

On May 10, 2012 Carroll Shelby took his final checkered flag. The world mourns such a loss. However, his welcome to the afterlife will most likely include many, many requests for guidance with making all those heavenly hot rods run like hell!! •



NIELLO
CONCOURS at SERRANO

ON THE GREEN TODAY

1964 SHELBY COBRA 289

Owned by Jack Wright of Granite Bay, California

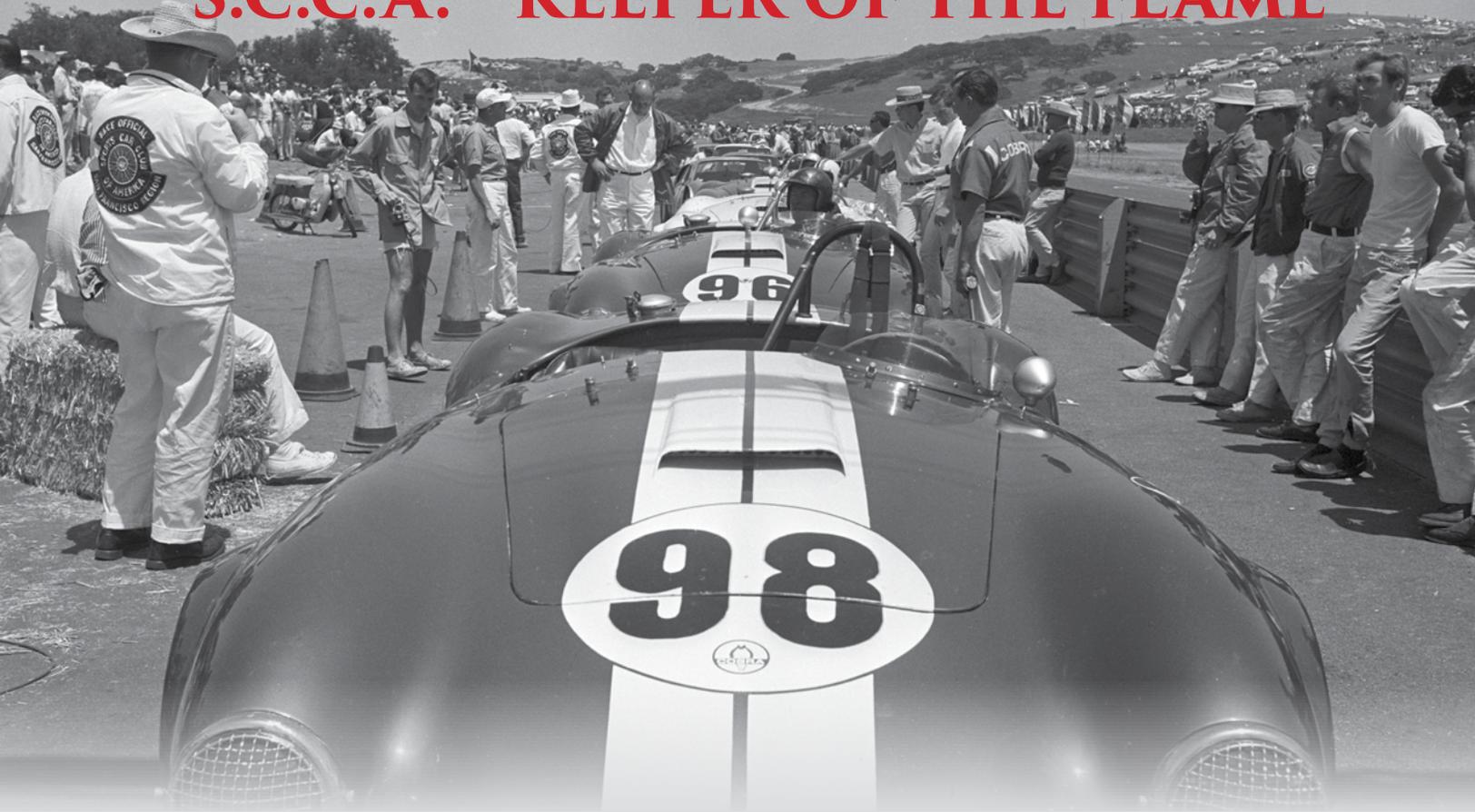
As a college student in 1966, Jack Wright worked at Los Angeles International Airport (LAX) for a company that provided fuel, oil and baggage services for all the foreign airlines. In those days there were only two runways at LAX with a few hangars on the south side. One housed the company Jack worked for and another was the hangar where Carroll Shelby kept his DC-3 airplane. Except Shelby didn't keep the plane in the hangar...he parked it behind the hangar, because inside he had moved his Venice, CA automotive manufacturing operation from a facility they had outgrown. This hangar was the location where Carroll Shelby's Cobras & GT 350 Mustangs were built.

Every time Shelby needed his DC-3 fueled & oiled Jack would volunteer (beg) to go service the plane. After he completed the maintenance, he would walk through the back gate and stroll along the assembly line in the hangar. Jack would talk to the mechanics, who were all very friendly, and marvel at what was happening inside that hangar; stalling for as long as he could before going back to work. His favorite Shelby creation was the Shelby Cobra 289 and he vowed he would one day own one!

Fast forward to 2016 and Jack's dream of ownership became a reality. He believes in driving his cars and drives the Cobra in the Arizona Copperstate 1000 Road Rally. Jack is proudly showing it on the green today at the Niello Concours at Serrano. What a story!



S.C.C.A. - KEEPER OF THE FLAME



The 17th Annual Niello Concours at Serrano is proud to be a Sports Car Club of America sanctioned event. Since 1944 the SCCA has brought motorsports to Americans who share a passion for automobiles, speed and competition. From National Championships to regional events, from the professional arena to the amateur, SCCA has organized, supported and developed auto racing at every level for over seven decades.

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

such that the automobiles being showed must be as they came from the factory. Any upgrade or deviation from the manufacturers original design of the automobile will result in points lost. Most entrants take great pride in keeping to this standard.

The SCCA provides judges, field crew and scorers for each SCCA sanctioned concours. All judges are volunteers and deemed expert on specific marques. All judged automobiles should be, essentially as they appeared on the showroom floor. As the judges begin their appraisal of each auto they start the scoring with 100 points. Points are then deducted for each deviation from original, imperfections, poor preparation, etc. The highest points in each class, the top three, are the first, second and third place winners. But, for an automobile to win its class, it must score at least 80 points; second place requires at least 70 points; third place at least 60 points.

Jim Perell - Chief of Concours
Ron Von Tersch - Chief Judge
Beckie Perell - Chief of Scoring
Darren Townsley - Chief of Field
Pat Wille - Secretary/Treasurer

Morris Lum - Photographer/Webmaster
Dr. Shannon Davidson - Board Member at Large
Ed Therrien - Chief of Concours Emeritus
Butch Wright - Chief Judge Emeritus
Shirley Wright - Chief of Scoring Emerita



SFR-SCCA is actively seeking new judges, field crew and scoring assistants.
If interested, please contact Chief of Concours Jim Perell at JAPerell@icloud.com.

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THE ORIGINAL COBRA

1962 SHELBY CSX2000

Take a good long look at the photo here of Carroll Shelby's original Cobra, unrestored. It's tiny, especially by today's standards. In fact, it's four inches shorter, five inches narrower and 200 lb. lighter than a first-generation Mazda Miata. Yet, it has a 260-cubic inch Ford V-8 stuffed under its aluminum hood. Consequently, this Cobra ought to be a rocket, right?

Right. In September 1962, *Road & Track Magazine* did a road test of the car, in which they called it "AC-Ford Cobra," owing to its AC-sourced chassis. Shelby's \$5995 two-seater blasted to 60 mph in only 4.2 seconds and hit the quarter mile in 13.8 seconds at 112 mph. Its acceleration, they reported, was "equal to the best efforts of drag-strip-tuned Corvettes, and it does so without the benefit of stump-yanker

gearing." On the back straight of Riverside International Raceway, the little Cobra hit a top speed of 153 mph, but "vigorous braking" was immediately required to bring it back down to 85 or 90 mph for a "drama-free" passage through sweeping Turn 9.

With regard to handling, *R&T* reported that the Cobra, with its light 2020 lb. curb weight and excellent 48/52 balance, was good, but could be tricky: "With so much power on tap, the inept or inexperienced could get into considerable trouble, but a middlin'-good driver can certainly get the car around a race course in a hurry. There is some oversteer, and when the Cobra is shoved into a turn with brio, the rear wheels creep right out. Treated with any finesse at all, the Cobra will hold its tail-out attitude without trying to spin, but a



clumsy throttle foot could give you a thrill."

And speaking of thrills, the idea of putting a powerful engine in a small, light chassis wasn't new to Shelby. He had raced and won in Cadillac powered Allards, and although Shelby originally looked at the Austin-Healey 3000 chassis as the basis for his new Corvette-beater, he eventually worked a deal with AC Cars of England to modify their aging but strong lightweight ladder-frame Ace chassis (with tubular main rails and transverse leaf springs) to accept Ford's new 221-cubic inch V-8.

By February of 1962, the chassis, CSX2000, minus engine and transmission, was air freighted to Los Angeles and delivered to Dean Moon's shop, where Shelby and Moon basically installed overnight a 260 Ford V-8 (a 221 with

a larger bore) and a Borg-Warner 4-speed before testing the car on the streets of Santa Fe Springs.

Later, the unpainted aluminum Cobra, ("the name came to me in a dream," says Shelby) was tested in Riverside, CA and *Road & Track* was there. "It was a good day," recalls Art Editor Emeritus Wm A. Motta, who rode with Shelby in the car for three laps. "He complained about the handling a bit, then got it out on the straight and said, 'Let's see what this thing will do.' He then took it all the way to redline in fourth gear. I'm sure Phil Remington and the other mechanics had their fingers crossed, because they had been working night and day on the car," recalls Motta, who had no idea how fast the Cobra was going because it didn't have a speedometer yet, just a hole in the dash where one belonged.

Not long afterward, Shelby's new Cobra was painted a pearlescent yellow by Dean Jeffries and sent to the New York Auto Show in April, where an eager public got its first look at the car. As it appears here, the CSX2000 looks resplendent in blue, in excellent overall shape, though exhibiting the patina of a life spent serving as a personal transport for Shelby, as a magazine tester and as a school car driven by the likes of John Morton at the Carroll Shelby School of High-Performance Driving, based in Riverside. Of note, a paint chip on the back of the hood reveals the variety of colors this Cobra has been, all part of media-savvy Shelby's effort to make the various magazines think there were several early cars.

CSX 2000 was driven as Shelby's personal car and remained in his ownership

until he died in 2012, then with his family afterwards. In August 2016, the Carroll Hall Shelby Trust parted ways with the car at RM Sotheby's Monterey auction during Pebble Beach car week. The sale rewrote the records books and took the crown for the most expensive muscle car ever sold at auction—and by some distance too... \$13.75 Million Dollars!

Though Shelby didn't know it at the time, this little mod-job would go on to change American sports cars forever. Now it's altered the trajectory of American-car values forever, too. Talk about influence. We can see why the Shelby Cobra is called, "The most important American sports car in history."



WHEN THE FORD *W* FERRARI TITANS CLASHED

By Frank Weismantel

Ford v Ferrari is a splendid movie giving us an up close and personal look at one of the most paradigm shifting eras of motor racing. A movie set in a time when giants of industry and legendary men who remain seen by the world as true giants due to their accomplishments, character and commitment to excellence forever changed the face of motor racing worldwide. Amazingly, it only took three years!

However, the movie really was not named properly. While the 1966 Le Mans race was indeed a showdown between Ford and Ferrari, the three years it took to build up to the race was far, far more than just building a fast car and putting a driver in the seat. It was so very much more. The movie should have been named “Shelby v Ford v Beebe v Iacocca v Ford v Ferrari.”

While the failed purchase of Ferrari by Ford was indeed the spark that lit the dynamite stick of abject hatred between Henry Ford II and Enzo Ferrari, it was Carroll Shelby that took the reins in hand and built a racing team that changed the world of motor racing. It is worth noting that Carroll Shelby too often found himself facing down Henry Ford II, Lee Iacocca and the one and only Mr. Leo Beebe; a “C” level executive whose overly inflated opinion of self-worth and value to developing a racing team was wildly beyond his abilities and usefulness to the team. A double MBA does not make you a Racing Team Leader, but that didn’t keep Beebe from making futile attempts to take over Ford Racing Operations.

Carroll Shelby’s battles with Mr. Beebe must have been epic. Fortunately, we know who left those battles as the winner. Without Shelby at the helm, the ship would most likely have, “sailed right up onto the reef.”

Bundled along with Mr. Shelby came one British hellion of a race car driver who just happened to be one of his friends, Ken Miles. Ken brought to the table a perfect storm of audacity, courage, skill and reckless abandon that was sorely needed to drive a newly built, untested race car over 230 miles per hour in a race that was just over 3000 miles long (Oh yeah, it was also a 24 hour endurance race!).

Besides being a brilliant and fearless driver, Miles was also an ersatz leader of the development team. His skill and dedication to helping develop the Ford GT 40 motor racing car was key to creating a machine that went toe-to-toe with the finest, most successful endurance racing car of all time, the Ferrari P330. It is reasonable to opine that the GT-40 might never have won a race without Ken Miles as a driver, developer,

tester and task master. Of course, Carroll Shelby was the Leader of the Pack. Presented to Henry Ford II by Lee Iacocca, Shelby brought engineering expertise, driving ability, test and analysis skills as well as enjoying nearly legendary relationships around the globe in the auto racing world along with a VERY generous dose of Texas audacity and cowboy gumption. He was a true giant among men, not intimidated by kings of industry like Henry Ford II, Leo Beebe (depicted in the movie as a buffoon) and the one and only Lee Iacocca. The movie could also be titled, *Shelby Against the World*.

Another man who was not intimidated by Mr. Henry Ford II was unquestionably Mr. Enzo Ferrari. Ferrari gave no quarter when he vigorously insulted Henry Ford II after backing out of the Ford purchase after reading in the contract that all Ferrari racing activities would be run directly by Ford, not Enzo Ferrari. For Ferrari the key to the deal was a stipulation that he would oversee and control all racing operations. Enraged upon learning that he was being “cut out” of that very thing, Mr. Ferrari stood up and walked out of the negotiation.

For Ferrari, Ford Motor Company and Henry Ford II immediately changed from marriage partner to bitter enemy. The table was set for the showdown at Le Mans. Henry Ford II was livid and believed that disgracing Ferrari at Le Mans would be both a marketing coup and give him great personal satisfaction by cutting the heart out of the man who dared to publically insult him. Shelby was his hand-picked man to bring the battle to Le Mans.

This process didn’t take 90 days as depicted in the movie, it actually took three years. Still, the Le Mans victory was truly a magnificent accomplishment made by magnificent men and women.

As a movie based on fact and actual persons, *Ford v Ferrari* did a wonderful job of building the back-stories while carefully developing characters that we could not help but love and sometimes hate. The movie was so well done that no introduced characters left us with a feeling of ambivalence. In that way *Ford v Ferrari* is a masterpiece of movie making. However, be aware that it is not a documentary. The movie makes generous use of artistic license and uses it extremely well.

Never forget: Carroll Shelby was more than just a race car driver and race team leader. He was ever so much more than that. Iacocca understood that Shelby was truly gifted. Unlike other notable automotive entrepreneurs like DeLorean or Fisker, Shelby was



uniquely graced with the ability to take a pipe dream (often a soaked cocktail napkin sketch) and turn it into a fine, capable machine.

This is pertinent because the Ford GT-40 was not a rebadged Ford Pinto. It was a purpose - built prototype race car that had no existing platform from which to be developed. It was built from scratch. While not sensual like the Ferrari, it was a magnificent raging beast of a machine that was viscerally intimidating in both appearance and performance. How fortunate we would all be if we had the same gift of actualizing our dreams into reality. The Shelby American Racing Team changed the face of European racing forever in 1966 when an American automobile for the first time soiled the sacred altar of racing, Le Mans, by crushing favorite son Ferrari on its home turf not only in 1966 but two more times in the 1960s. Oh, the Horror!

Of course, we don't have the temerity to call this a review of *Ford v Ferrari*. That task goes to the professionals. However, this is an excellent movie for a nice Saturday to have a few friends over for BBQ and brew, play the movie and try to resist the urge to take the family Corvette out for a joyride. You're probably not as skilled as Ken Miles so don't even try it! Just saying...

We can't help but wonder if we'll ever have men like them again? The movie *Ford v Ferrari* gave us an excellent video clip of a time when people who were told that they could not accomplish an important task simply ignored the conventional wisdom, rolled up their sleeves and "Got 'er DONE!!!"

The Last Cobra

1967 SHELBY 427 COBRA
CHASSIS #CSX 3360

The last 427 Cobra built by A.C. Cars was invoiced to Shelby American on December 14, 1966 at a total cost of £1,002 (About \$1190 in US dollars). A 427 engine, fitted with a single 4V carburetor, was installed by Shelby American, and the car was invoiced on October 26, 1967 to John Grappone Ford in Concord, New Hampshire. At Grappone's request the car was air-freighted to JFK Airport in New York, where John Grappone and Stan Hallinan picked it up. Their drive to New Hampshire added roughly 270 miles to the car's odometer.

On March 23, 1968 Erland F. Russell, aged twenty-one, walked into John Grappone Ford and purchased 3360 saying, "I spent every dollar I had, plus money borrowed, to buy the car." Erland drove the car on the back roads of New Hampshire back home to Newton, Massachusetts, mostly at night—"lots of driving was at two and three in the morning." He vividly remembers once driving nearly 170 MPH! In order to do this, he "removed the wing windows, sun visors, electric fan, and floor mats." Erland purchased

a pair of Hush Puppie shoes because they were narrow enough that he could drive the car heel-n-toe. Russell drove the car only during the summer, and in 1977 he sold the car for \$10,000.

Subsequently, the car was sold to Tom Gannett and eventually Mark McClintock of Ohio. The last owner was Anthony Tomasi who stored the car for more than a decade at Mike McCluskey's in Southern California with only 6,000 original miles.

Bruce Canepa learned of the car through Cobra guru, Lynn Park, and finalized its purchase in August 2010. He immediately charged his Canepa team to begin restoring CSX 3360 mechanically and esthetically to its former glory, while maintaining all of its original components, hardware, wiring, vinyl, and leather, etc. Visit the last Cobra on the green today at the 2021 Niello Concours at Serrano and ask if it really can do ZERO to 100 and back to ZERO in 12 Seconds.





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Shelby's RACING KING



The history of the 1963 Shelby King Cobra Cooper Type 61M at the Niello Concours today is a fascinating one. The car now looks as it would have in 1963, and is the only survivor of the first King Cobra season. The car's current owner is William Hartman of Yuba City. Having this special King Cobra on display exemplifies the high standards of the sports racers you will enjoy on the field today.

In 1963, Carroll Shelby needed a car to compete in the USAC-sanctioned Fall Series on the West Coast, which evolved later into the SCCA Canadian American Challenge Series, the Can-Am.

Shelby's Cobras had already won SCCA's A/Sports Racing title and the USRRC Championship, but the season was almost over. He had time, he had drivers, he needed a car.

Shelby's solution was to go back to Europe and buy two mid-engined Cooper Monaco sports racers—CM/1/63 and CM/3/63—and to adapt

them to his full-race 289 cubic inch Ford V8s. The cars carried four Weber carburetors and a BMC/Huffaker 4-speed transaxle, soon replaced by a Colotti 4-speed.

The first two cars competed in the 1963 Fall Series. CM/1/63 was driven by Dave MacDonald and CM/3/63 by Bob Holbert, until his retirement in 1964. After that it was driven by Dave MacDonald, Ken Miles, Augie Pabst, Skip Scott, Ed Leslie, and Ronnie Bucknum. In 1966 it sold to Alex Budurin with the current ZF 5-speed, but Budurin died and his widow sold it to Dwayne Zinola, who won a national championship with it. Don Ivey owned it next, blew it up, and sold it to Robert Green, who completed a sympathetic restoration in 1991.

Carroll Shelby has been one of the most talented opportunists in American automobile racing. With both the AC Cobra and the Shelby Mustang, he demonstrated a remarkable ability to take existing cars and components and

recombine, redefine, or reconfigure them to create what have

become iconic and immensely successful racing cars.

In the summer of 1963, actually-get-paid-for-it professional sports car racing was just getting started in the United States in a series for purpose-built sports racing cars with more or less unlimited engine size. The production-based Cobras wouldn't have much of a chance, but it was an attractive challenge for Shelby. All he needed was a suitable car. It needed to be cheap, available on very short notice, and sturdy enough to handle a 289 Ford V8.

Like the AC Bristol, the Cooper Monaco was at the end of its shelf life when Shelby came knocking. Designed in 1958 for the 1959 season, the Monaco was the first successful mid-engined sports racer built to accept 2-liter and larger engines. The design concept was appropriate to both Cooper and the era, which is to say pretty agricultural by later standards. It was a derivation of the 1958 Formula 1 design and used four large-diameter tubes in a more or less box-kite arrangement. For the Monaco, the tubes bulged out from the front suspension to the rear cockpit bulkhead to allow two seats inside, then back to a narrow rear suspension pickup.

Though the F1 Coopers of the era had wonderfully stiff chassis, the



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wider Monaco layout was notoriously “interactive,” to use a current euphemism. It was immediately successful, however, and in 1959 and 1960 was the car to beat. As competition arrived on the market (particularly the Lotus 19), the Monaco gained a stiffer frame, upgraded suspension, and improved body design. Through 1962, these were designated Monaco Mk I through IV and were designed for the Climax FPF 2- to 2.5-liter engines that were the dominant English race engine of the time.

In late 1962, the concept was redesigned to accept the 1962 F1 suspension and a seriously revised frame design, wrapped with a much more slippery body. The intended power was the 2.7-liter FPF engine developed for Indianapolis, but the engine bay was intentionally built large enough for a V8. Now designated the T61M, it was still called a Monaco. The 1962 prototype was the only T61M to actually get a Climax, as the early 1963 cars were built on spec and sat unsold without engine packages well into the season.

Shelby faced a simple choice. The Lotus 19 was an excellent design but consensus was that it just wasn't strong enough to carry an American V8. The Cooper had

room for a V8, and several chassis were immediately available. In fact, “available” might be an understatement; by late summer 1963, at most one of the four cars built had been sold, and Cooper was in a bind.

Once the first two rolling chassis arrived at Shelby's shop, the team had less than a month to turn them into contending race cars. The chassis were disassembled and strengthened for a 289 Ford engine and Colotti transaxle. Shelby only had one day of testing at Riverside before shipping the cars off to Kent (Seattle), Washington, for their debut on September 29.

The cars were fast out of the box, setting track records at Riverside and Kent, but they were not sorted, and both retired from the actual race. Dave MacDonald won the remaining two races (Riverside and Laguna Seca), but Holbert broke in both. The cars were not the dominant force Shelby would have liked.

At the end of 1963, Shelby bought two more chassis, then four more in 1964

for a total of eight “real” Shelby King Cobras. There were four other T61M chassis sold, and they all got V8s, but not through Shelby (and not all Ford, for that matter) to make a total of twelve T61 Monacos built.

For the nascent U.S. professional road race series of '63 and '64, it was a successful but by no means dominant car—an old design in a world that was changing fast. In many ways, the T61M marks the transition from the flexible chassis, skinny tire, drive-it-sideways cars of the '50s to the stiff-chassis, real suspension and sticky tire, keep-it-stuck-to-the-track cars that followed.

And it was the end of truly flamboyant driving. Check out film clips of MacDonald driving the King Cobra at Riverside. Turn 6 was two 90-degree rights that were really a double-apex 180. Footage shows MacDonald coming into view almost sideways and he never lifts or seems to move the steering wheel as he slides through the whole turn, lap after lap. It is breathtaking to watch.



THE HUFFAKER HEALEY

A Collaboration of Two "Driven" Men

The "Huffaker Healey," a 1962 Austin Healey 3000 BT7, is the product of the famous collaboration between Kjell Qvale's British Motor Cars of San Francisco and Joe Huffaker. In the late 1950s, Qvale was already established as the main West Coast importer of British automobiles. A firm believer in the philosophy of "Win on Sunday, sell on Monday," racing had been an important part of Qvale's marketing strategy since he had established his MG dealership in 1946. He was instrumental in helping organize the California Sports Car Club (Predecessor to the SCCA in California) and was a key member of the committee that designed and developed the race track at Laguna Seca in 1956. The other part of this collaboration was Joe Huffaker. Huffaker began building hot rods as a teenager in the late 1940s. His first sports car build was a 1954 Austin Healey "Huffaker Special." This car, driven by Mickey Marston, put Huffaker on the map in the Northern California racing scene.

In 1957, after beating some of Qvale's cars at the track, Joe Huffaker joined British Motor Cars to open a competition department. Huffaker's efforts paid off handsomely as Qvale's MGAs, B's, Jaguar E-Types and Healeys, in the hands of fast drivers, were consistent winners in SCCA production classes.

The Huffaker Healey was prepared from new by Huffaker and BMC for SCCA "D" Production competition. The principal driver of this car was the famed Ed Leslie of Monterey, California, one of BMC's most successful competitors. While Huffaker built many race cars for the

BMC competition department, he built only one six-cylinder Austin Healey. The #98 Huffaker Healey, in its distinctive black and white livery, was campaigned by Leslie at Laguna Seca, Sears Point, Cotati, Vacaville and other tracks in the 1960s and took its share of class victories.

The Huffaker Healey was eventually acquired from Qvale's British Motor Cars by Ed Leslie himself and later sold through his small dealership, Leslie Motors in Monterey. The car was raced by several subsequent owners and competed in events through the 1970s. Visit this rare historical race car on the green today at the 2021 Niello Concours at Serrano.

The Huffaker Healey was acquired in 2008 by its current owners, Phil and Sue Foster of Wheatland, California and has been authenticated by Joe Huffaker as his original BMC Healey race car. The car was restored, as close as possible, to the condition and appearance as originally raced in the 1960s. The restoration included an engine rebuild by famed race engine builder Butch Gilbert and a period-correct repaint. Visit this iconic Healey today on the green at the 2021 Niello Concours at Serrano.



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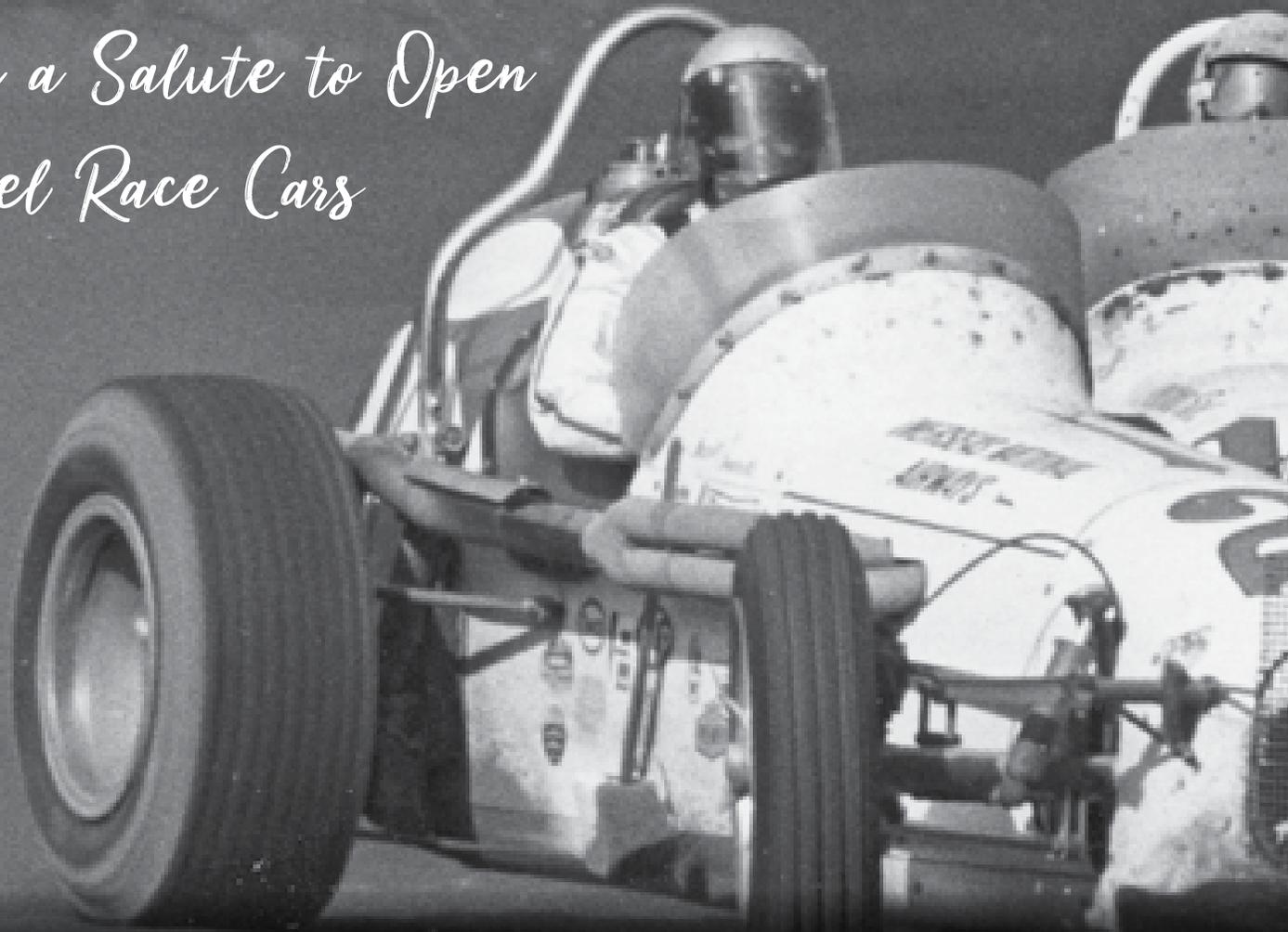
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CELEBRATING THE HISTORY OF SACRAMENTO AUTO RACING

*With a Salute to Open
Wheel Race Cars*



With the advent of the automobile, came automobile racing. The two, a test of man and machine, are nearly inseparable. In its earliest form, early twentieth century auto races were held on the open, muddied, and rutted roadways of America. The racing automobile was not far-removed from its original “horseless carriage” form.

As the automobile evolved so did the racing car. In 1911 Carl Fisher of Indianapolis, Indiana, conceived and built a two and a half mile oval speedway, paved with brick, and convinced a number of influential people to hold an annual 500-mile automobile race at his track. Today, the Indianapolis “500” is world renown as

“The Greatest spectacle in Auto Racing.”

At the 2021 Niello Concours at Serrano, as we celebrate the history of Sacramento auto racing, we salute the history of the Open Wheel Race Car. This totally unique form of automobile racing that has its roots buried deeply in the typical “county fairgrounds” circuits across America. From its earliest beginnings of primarily stock, factory autos being tested against others of similar build, to today's one-off, hand built, custom creations built specifically for oval track competition.

The open wheel race cars that we will explore in this article are called by specific names

and have their own set of specifications.

Beginning with the largest, the cars that raced at Indianapolis are called “Indy Cars” and they are broken into at least two classes, Roadsters and Uprights. The roadsters, built during the 1950's and 60's are typified by their long, low, sleek look and were designed to race primarily on paved race tracks. The upright cars are the more typical “dirt-track” type cars where the driver sits bolt upright in the car and those competed on both pavement and dirt tracks. Both of these cars were built for the one-mile and longer tracks, running races of 100 miles or more. These cars had wheelbases of over 100 inches.



BY TOM MOTTER

By the 1920's, the race cars that began appearing on the fairgrounds tracks began to get a bit smaller. The engines stayed nearly the same in size as their larger counterparts but the wheelbases became shorter (usually 86-96 inches). These cars became known as "Sprint Cars", primarily because they were racing on shorter tracks and the "sprint" races; usually lasted 20 miles or so (compared to the 100 miles of the "big cars").

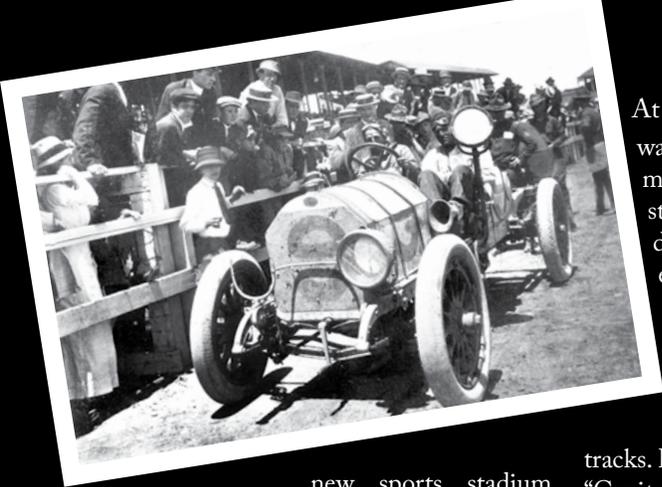
Next came the smallest of the American open wheel-racing car. The midget, a truly American innovation, has the smallest wheelbase (68-72 inches) and the smallest of power plants and typically is raced on the smallest of oval race tracks (1/5 to

1/3 mile courses). Interestingly enough, when one considers the power-to-weight ratio of each of the basic three classes of open wheel race cars in America, all three come very close to each other.

Over the years, the Sacramento area has played host to each of the above named classes of open wheel racing cars. The old Sacramento Fairgrounds at Broadway and Stockton Blvd. was the site of some of the earliest of auto races and were staged as publicity "stunts" only during the Annual California State Fair. It wasn't until 1949 that promoter; J.C. Agajanian brought American Championship Car racing to the West Coast. "Aggie" gambled that

Sacramento (and northern California) would turn out in flocks to watch the Indy cars and drivers bring their particular kind of racing to the West Coast. These would be the "Big Cars" (also called "Champ Cars") on the full mile track, running 100 miles for National Championship Points. It was so popular that the annual event continued until 1970 when the old Fairgrounds were torn down, replaced by Cal-Expo. It wasn't until 1989 that racing series was resumed on the one-mile oval at the new track.

Even earlier there was a facility within the Sacramento City limits that was destined to become a long-time favorite with local auto racing fans. In 1928, the City built a



new sports stadium for the Sacramento Junior College (now the Sacramento City College) on Freeport Blvd. and Sutterville Road. It was dedicated as the "Sacramento Stadium" and was so called until after WWII when it was renamed Hughes Stadium.

As early as 1931 the stadium was being used, in part, as a motor-sports venue. Frank Murray, a local Harley-Davidson motorcycle dealer, promoted motorcycle races on the stadium's quarter-mile cinder track. The two wheelers were known as "Speedway" bikes and offered the public tight, close, wheel-to-wheel racing action every Friday night during the summer months.

On June 4, 1933, promoter, Charlie Curryer held what is today considered to be the very first midget race ever held in America. That Sunday Curryer brought to Sacramento Stadium ten homemade "midget cars" (smaller versions of those cars that raced on the Nations fairgrounds tracks). That very first afternoon midget race attracted 5000 spectators (paying 50 cents each) and was the beginning of what was to become a golden age in midget racing lasting until the late 1940's.

Hughes Stadium hosted regular midget races until WWII when all auto racing action was halted due to the war.

Auto racing resumed in 1946 and Hughes Stadium once again was the site of noisy, weekly, midget racing on Monday nights (much to the chagrin of the near-by Curtis Park residents). The 1950's saw a decline in attendance at midget races but a new form of auto racing soon took over. Hardtops! Pre-war coupes, racing in what could be, at best, described as regulated mayhem! Stock car racing (some called it stock car crashing) soon took the nation by storm and Hughes Stadium presented weekly hardtop racing right along with every other major city in the country.

At various times, Hughes Stadium was also the site of motorcycle racing, midget racing, hardtop racing, stock car racing, and destruction derbies. The track was never big enough for the larger Sprint cars.

In 1947, West Sacramento, Sacramento's neighbor across the river, became the site of one of the West Coast's major dirt race tracks. Known variously as, "West Capitol", "Capitol Raceway", "Capitol Speedway", or just plain "Capitol" it was a fast, action filled, quarter-mile clay track that hosted most all forms of auto racing including midgets, sprints, hardtops, stock cars, and motorcycles. Capitol had the added advantage of being able to expand the size of the track to a full half-mile, thereby accommodating the larger sprint cars. The West Sacramento racetrack soon became known around the country as "The Action Track".

The Sacramento region had two other auto racing tracks that weren't as successful; the Lazy J Speedway and the New Sacramento Speedway (formerly known as K-9 Park). Lazy J was a small dirt oval situated just off 16th Street, alongside the American River, at about where the present-day American River Bridge goes over the river before feeding into State Highway 160. This track raced principally motorcycles and an open wheel racing machine known as "track roadsters". It fell into disuse in the early 1950's.

In 1934, when dog racing was finally outlawed in California, Sacramento's "K-9 Park", was converted from a dog racing track to a midget racing track. It was renamed the "New Sacramento Speedway" and was a flat, quarter mile track that held midget races until about 1939. The site, at Fruitridge and Stockton Blvd, is currently a shopping center.

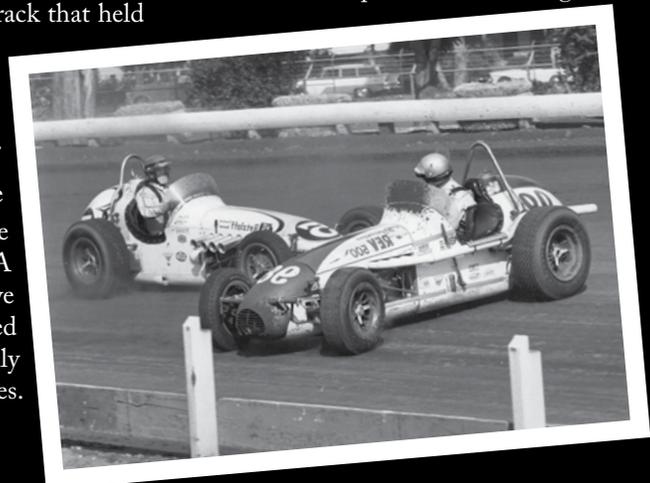
The types of open wheel race cars that we salute today are now mostly relics of the past. A past that was typified by brave men sitting upright in hopped up, stripped down, highly modified racing machines.

They were fast and loud! That they were extremely dangerous is a given due to the fact that driver protection was minimal. Most times only a lap belt and a leather crash helmet was all there was between the driver and serious injury, even death.

Most of the early open wheel racing car bodies were hand crafted of aluminum and as such, a lot of individuality was put into each car. Today we are fortunate to be able to view a number of examples of what I like to call, race car artistry.



What you will see at the 2021 Niello Concours at Serrano are lovingly restored examples of those open wheel racing cars that thrilled tens of thousands weekly. Their paint now gleams and the chrome shines brilliantly and we have only to allow our minds to drift back a few years and once again feel the sound of the open exhaust, the screeching of tires on the track and remember what it was like to go to the races on Saturday night. Once again you'll find yourself cheering for the ghosts of Billy Vukovich, Jimmy Bryan, Edgar Elder, Johnny Parsons, Freddie Agabashian and the rest of those brave warriors who battled in the bullrings of that truly American pastime of American open wheel racing.



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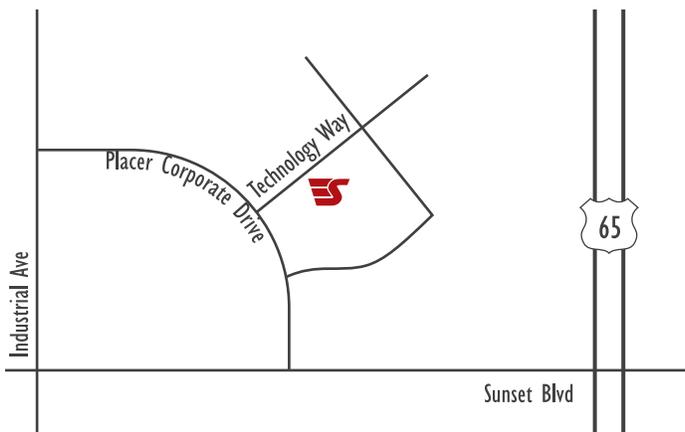
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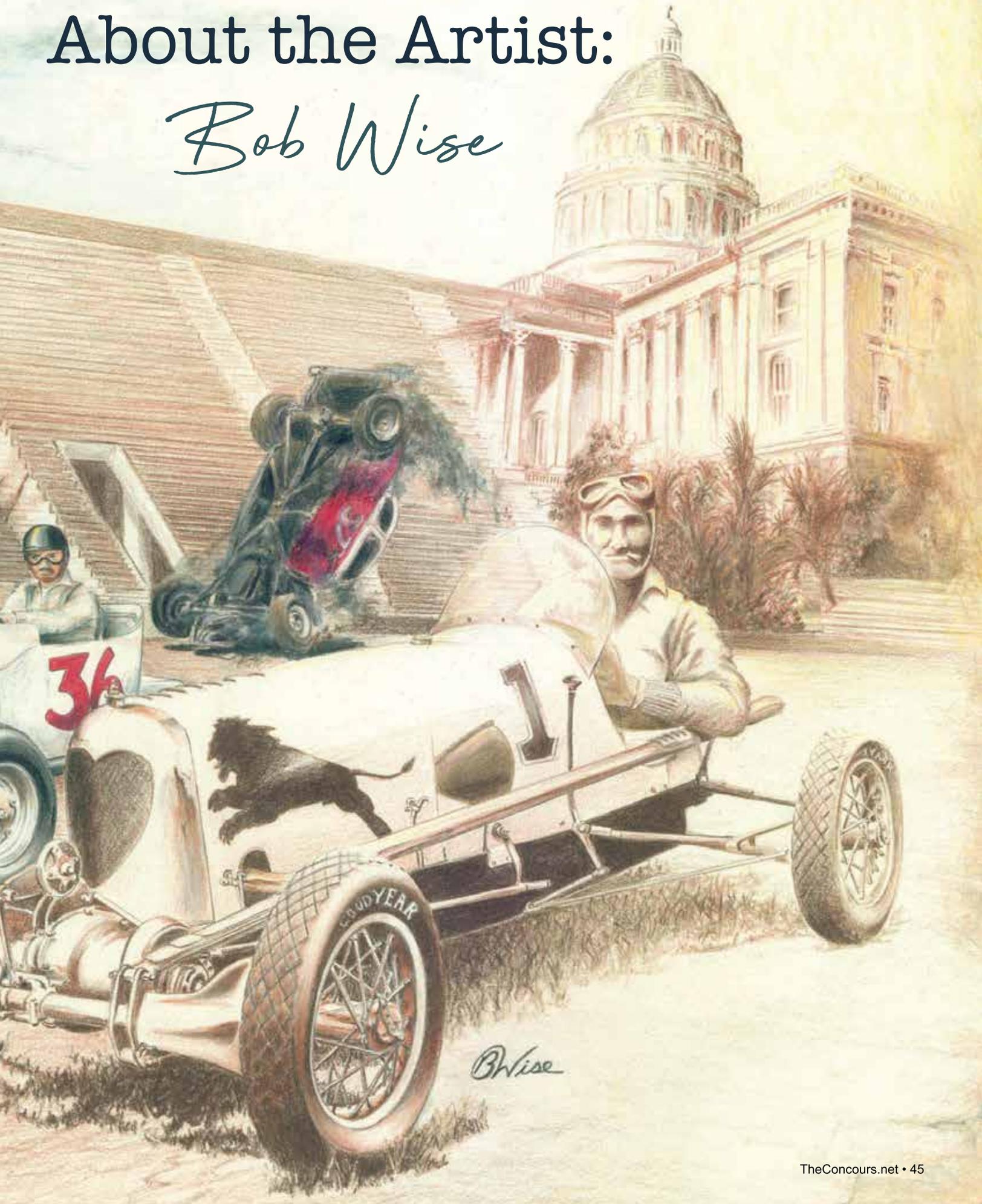
The original artwork seen here by Sacramento native Bob Wise was created for the cover of Tom Motter's book *Sacramento; Dirt Capital of the West*.

Bob's earliest racing memories centered on his father's roadster racing activities at the long defunct Lazy J Speedway which was located at the edge of the American River in North Sacramento. The Lazy J, a quarter-mile, dirt oval, was a mediocre track that was used by most roadster racing associations up and down the Sacramento Valley during the post-war racing boom. Unfortunately, every spring, the American River over-ran its banks and flooded the racetrack out of existence, only to be rebuilt again after the water receded.

When Bob was a young boy, his father would attempt to keep him quiet during Sunday church service by giving him paper and pencil with which to draw. Fortunately for us, that was the beginning of a lifelong endeavor to capture the essence of the racecars he saw in his youth.

About the Artist:

Bob Wise



RACING THE ITALIAN MARQUES IN SACRAMENTO

By GORDON "GORDIE" GLYER



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

Photo by Webb Canepa

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

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

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

The 1956 event featured Masten Gregory and John von Neumann in a pair of the latest Ferrari 500 Testa Rosas. Future Ferrari factory Formula One driver Richie Ginther

ran a Ferrari called a "Monzetta," the first of two Ginther/von Neumann Ferrari Hot Rods, best described as a 2 litre Mondial fitted with a 3 litre Monza engine. The Hot Rod finished second. Also running in '56 were two OSCAs, a pair of 2 ½ litre Lancias, half a dozen Alfa Romeo Giuliettas and the A6GCS Maserati, which returned powered by a V-8 Chevrolet engine.

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

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

Sacramento's Gordie Glycer won the fourth and final feature event with a bright red pontoon fendered 3 litre V-12 Ferrari Testa Rosa. During the early morning practice session, Glycer attempted to pass Dave Ridenour in his Costin Lister Jaguar, got off the regular line and ran over a huge man-hole cover which popped out of its hole causing him to jump a curb and

smack a hotdog stand. Fortunately, they weren't yet open for business. A spectator volunteered to open his shop to straighten a bent steering link and his wife Gloria helped remove the headlight assembly and trim away from the aluminum in time for the feature event.

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



Gordie and Gloria Gyer with their Ferrari 250 Testa Rossa in Sacramento.

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ON THE GREEN TODAY

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1948 KURTIS KRAFT MIDGET
Owned by Tom Motter of Rancho Cordova, California

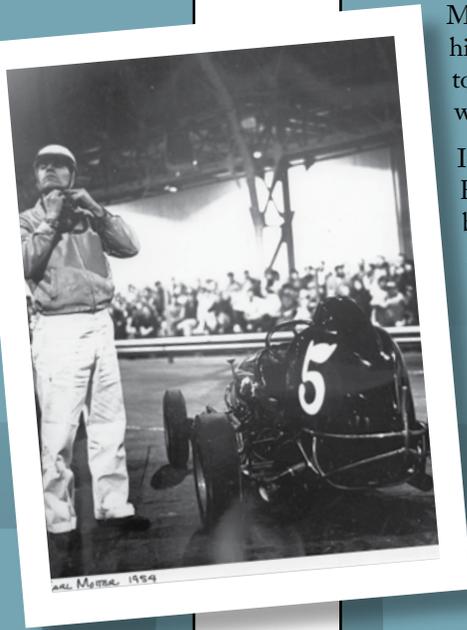
A long-time dream was fulfilled in 1991 when Tom Motter found the original Magarian/Walters Midget (MWM) that his uncle Earl Motter had driven in the mid-1950s. The car had always been his favorite midget and over the years he had fantasized about someday owning one just like it. Not to race it but to place in his living room, sit in it and dream of those past years when Uncle Earl was his favorite driver.

In 1990 Tom went to Marshall Matthew's Body Shop in Palo Alto where he noticed an old Kurtis midget in the shop. When Tom asked about the car's pedigree, he was told that it had once belonged to Frank Magarian.

Tom was familiar with each of the three midgets that Frank had ever owned but it didn't occur to him that it could be the MWM car. Upon closer inspection of the car, he noticed things that could only have been THAT car. After taking a cockpit side-panel off, he found the Kurtis I.D. number (X112) which confirmed its true identity. The hood of the original MWM car had a pendant for using air cleaners on the carburetors thus necessitating a bump in the hood to accommodate them.

The hood had indeed had a bump in it, but the bump had later been cut out and a patch welded in to cover the hole. The patch was in exactly the right place! All of a sudden, the stories associated with Marshall's Kurtis began to make sense to him. It was in fact the original MWM!

In 2000, the car was purchased by Tom and eventually restored back to its original 1948 configuration, painted and numbered as it was when driven by Earl Motter, Tom's uncle, during the 1953-54 racing season. Visit the car on the green today at the Niello Concours at Serrano before Tom parks it in his living room!



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BY JIM PERELL

Upon the Jaguar E-Type's release, Enzo Ferrari called it, "The most beautiful car in the world." Few people, particularly Jaguar aficionados, would ever counter such a statement. Further, in 1996 The New York City Museum of Modern Art acknowledged the significance of the E-Type's design with the addition of a blue roadster to its permanent design collection, one of only six automobiles to receive the honor. While we celebrate 60 years since the unveiling of the Jaguar's iconic E-Type, the introduction of XK's commenced their faithful following 73 years ago this month. The introduction of Jaguar's line of XK automobiles created the allure of Jaguar Cars for all time.

It was the vision of William Lyons, the founder of Jaguar Cars, who launched the XK series. A distinction, that only a handful of automobile companies have ever attained, began with the introduction of the sleek XK 120 in October 1948 at the Earls Court Motor Show in London. From that time Jaguar XK's embarked on an evolution of improvements in styling, handling and performance. In 1961 at the Geneva Motor Show the automotive world was "rocked" with the release of the XK E-Type which was unveiled as an early production model driven there from the Coventry factory, the new E-Type arrived just in time for the show!

While the XK line of Jaguar Cars can lay title to the "greatest post-war production sports car in the world" and arguably without parallel, it was not originally intended to be a production

The Birth of a Legend

CELEBRATING 60 YEARS
OF THE JAGUAR E-TYPE

automobile. After the end of World War II, the dictate from the British government was "Export or Die." Lyons' pre-war S.S. Company had developed the SS 100, a lightweight sports car of style and performance, but the ravages of war had taken its toll on the British economy and the lack of raw materials forced automobile companies to export their lines to the United States in order to stay alive. The US appetite for sports cars was insatiable. During WWII, Lyons' S.S. Company and the factory had switched to military production of jeeps, sidecars and aircraft components. Lyons arranged for him and his design engineer, Bill Heynes to be on fire watch duty together to plan how to rebuild the business in peacetime.

In 1945, after the war, as the initials SS were reminiscent of the Nazi regime; Lyons changed the company's name to Jaguar Cars and pursued his dream of producing a luxury saloon capable of being driven faster than 100 mph. So, Jaguar needed an infill while it planned to ramp up the post-war production of its Saloon cars that were not ready for the 1948 show. The XK engine, designed

by Heynes, and used in Jaguar cars for nearly forty years thereafter, became the heart and soul of the XK's.

Over the next few years, from 1948-1961, the Jaguar XK 120, 140, 150 models grew in popularity and laid the groundwork to continue the legendary marque's success into the era of the E-type. By 1961, even though the XK150 was still a great car, it was no longer the pacesetter that the public had come to expect. In order to maintain sales and the prestige established by the earlier XK models a massive change was necessary—enter the ultimate of the XK line - the XKE!

The E-Type (as known in the UK) or the XK-E (as known in the US) once again set the automotive world on fire in March 1961 at the Geneva Show. The “E” set a new standard in its grace, agility, sensuous looks and performance. The “E” was offered in the OTS, Coupe and eventually a 2+2 Coupe. The lineage of these E-Types are direct descendants of the racing C and D types. The E-Type or XKE was available in two models and was initially designed and shown to the public as a grand tourer in two-seater coupe form (FHC or Fixed Head Coupé) and as convertible (OTS or Open Two-Seater). The 2+2 version (FHC) with a lengthened wheelbase was released several years later. The E-Type OTS and the Coupe had vast differences from the 120's through the 150's .

Unlike its early cousins, the E-Type kept the same essential body lines from 1961 to 1975. However, the performance and desirability was really broken down by three distinct releases or “Series.”

Series I 1961-1967

The Series I cars were built from 1961-1967 and today are considered the most collectible and demand the highest collector prices. Often times the 1968 model year is considered as a Series 1 ½.

When released in 1961, the first 300 cars built had flat floors and external hood (bonnet) latches. These cars are rare and more valuable. After that, the floors were dished to provide more leg room and the twin hood latches moved to inside the car. In late 1964 the 3.8 liter engine was increased to 4.2 liters.

All E-Types were built using an independent coil spring rear suspension with torsion bar front ends, and four wheel disc brakes, in-board at the rear, all were power-assisted. Jaguar was one of the first vehicle manufacturers to provide cars with disc brakes as standard equipment. The Series 1 are distinguished by glass-covered headlights (up to 1967) and "mouth" opening at the front, signal lights and tail-lights above bumpers and exhaust tips under the number plate in the rear.

Performance was still overwhelming and many a young man's adrenaline raced when first slipping behind the beautiful wooden steering wheel. The early cars used the same engine configuration as the XK150 “S”, a 3.8 liter car with leather bucket seats, an aluminum dotted instrument panel and console (changed to vinyl and leather in 1963), and a Moss 4-speed gearbox that lacks





synchronmesh for 1st gear ("Moss box"). The 4.2 liter cars have more comfortable seats, better brakes and electrical systems, and an all-synchronmesh 4-speed gearbox.

An OTS 3.8-litre car, had a top speed of 149.1 mph) and could accelerate from 0–60 mph in 6.9 These beauties sold for just about \$6000.

Series 2 (1969–1971)

The U.S. did it again and government regulations set in motion the demise of the original “pure” racing heritage. Now the “E” had open headlights without glass covers, a wrap-around rear bumper, re-positioned and larger front indicators and tail lights below the bumpers. On the plus side, the Series 2 cars had better cooling and brakes. Due to US regulations, the U.S. import cars were now detuned with twin Stromberg carburetors. The engine appearance lost its artistic beauty by the change from smooth polished cam covers to a more industrial "ribbed" appearance. The 1968 Series 1½ cars also had ribbed cam covers. The interior also underwent major changes that included a dashboard with rocker switches. Air conditioning and power steering were now available from the factory as “options.”

In 1966 the 2+2 was added to the line. Offering the option of an automatic transmission. The body was much longer and the roof angles were ballooned.

Performance suffered by comparison to the early Series I cars. The 0–60 mph was now rated at 7.4 seconds but still achieved 150 mph.

Series 3 (1971–1975)

For the final hurrah of the E-Type, a new 5.3 L 12-cylinder Jaguar V12 engine was introduced. The short wheelbase FHC body style was discontinued and the V12 was available only as a convertible and 2+2 coupe. The convertible used the longer-wheelbase 2+2 body. It is easily identifiable by the large cross-slatted front grille, flared wheel arches and a badge on the rear that proclaims it to be a V12.

Performance was now geared up for highway use as the longer wheelbase didn't quite keep up with its earlier siblings in the corners, but acceleration was still under seven seconds. In the end it was still an E-Type Jaguar and an object of desire.

Fast forward a few decades for a new twist on a classic...In 2018 Prince Harry and Meghan Markel, after tying the knot at their Royal Wedding, took their first journey as man and wife in a Jaguar E-Type. But it wasn't just a regular E-Type. The car chosen for this drive was a new Jaguar E-Type, which although still has the appeal of the classic Jag on the outside, is actually a brand-new electric car under the skin fitted with an electric powertrain. This roadster was a Concept Zero, a classic 1968 E-Type convertible given a new lease on life by Jaguar's own Classic Works restoration shop in England. Classic E-Types don't come cheap. Neither do restorations or electric-car conversions as the Jaguar Zero is reported to cost at least \$470,000.

The design of the Jaguar E-Type is still coveted by car collectors. Values are on the rise, in fact, during Car Week at Pebble Beach this past August, Gooding & Company sold a 1964 Jaguar E-Type Coupe for \$318,500, exceeding the auction's projection. Congratulations on a 60 Year Celebration that is well deserved!

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PORSCHE

DEFINING A *Classic*

As is often the case when composing a definition, what the subject is not can be informative as what it is. For example, *The Bible* tells us that “love is not jealous”. We understand with few words used. Brevity is the soul of definitions. So what is a classic? It’s certainly not loaded down with geegaws and gimcracks. Simplicity of design is one of the hallmarks of a classic. The subtle gesture trumps the big bang.

This simplicity, in turn, helps to create an enduring appeal which leads to another hallmark of a classic: timelessness. The very word connotes a disassociation with any specific era and is the opposite of the word fashion which conjures “the mode of the moment”.

Fashion goes; style remains.

Think of First Lady Jacqueline Kennedy’s attire at her husband John’s inauguration to the Presidency in 1961. Her red pill box hat brought focus to Jackie’s own beauty,

not to the chapeau. The simple matching coat added to the effect desired. Now think of the get-ups seen on the British Royal Family over the past fifty years. However, we must excuse those Brits. Their top designers were more interested in automobiles than hats, and auto enthusiasts the world over are grateful.

One of the most revered British automobiles, the Jaguar E-Type had been on display at New York’s Museum of Modern Art since it rolled onto American soil in 1961.

Its lines still look fresh today, as attested with the publicity photo for the 1966 movie, *How to Steal a Million* that accompanies this article. The iconic Audrey Hepburn is

perched on the trunk of a buttery yellow 1966 Jaguar E-Type as Peter O’Toole handles the wooden steering wheel.

True classics in general, often evoke almost ineffable feelings when encountered. Think hearing Beethoven’s *Ode to Joy*. Difficult to express. Famous designer John Saladino tried when he explained, “I edit constantly because what you omit or hold back is just as valid as what you include”. It’s not about being different; it’s about being excellent. The result is a classic and the definition applies to creations from pill boxes to skyscrapers. In these times when even small purchases are pondered, investing in a classic is a wise choice. It always has been. Look at the Concours’s green today. •

BY JUDY
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SNELL - CERTIFIED

THE STORY BEHIND THE LITTLE ORANGE LABEL

By: Gary Horstkorta

The phrase “Snell-certified” is one that racers worldwide are most likely familiar with since the majority of racing organizations require participants to wear a helmet that carries this designation. If your helmet type has been tested and certified by the Snell Memorial Foundation, then it should have a label attached to the hard, inner liner. Having the Snell Certification is a very good thing and to understand why, we have to go back almost fifty years to the early 1950’s.

Sports car racing in the United States was a rapidly growing sport in the 1950’s. Home built specials and foreign sports cars filled most race grids and the word “safety” was a decided afterthought. Roll bars and lap belts were not widely used and when it came to drivers helmets, just about anything was OK. Drivers used a wide variety of helmets, including WWII surplus, fiber shell based helmets and even a type usually worn by polo pony riders.

Wanting to emulate their European contemporaries, many drivers in this country bought these helmets when they started racing. Unfortunately, they did little more than keep your hair in place

while racing, offering minimal protection. There were many serious head injuries as a result of race car rollovers in the early 1950’s and one such incident resulted in what was to become the Snell Memorial Foundation.

The Foundation’s Namesake

William “Pete” Snell was born and raised in San Francisco, became a family man, car enthusiast and service manager for a local automobile dealer. He started racing with the San Francisco Region of the SCCA in 1951, and over the next five years raced a variety of sports cars. Well liked and respected as a racer, he won the Region’s Sportsmanship Award in 1954. Pete Snell’s competed in his last race in August, 1956 at the Arcata (CA) airport. Partway through his race, Snell was hit from behind by another car and lost control of his TR-3. The car rolled over three times, trapping him underneath. Wearing one of the fiber shell type helmets, Snell suffered severe head injuries, which would prove fatal.

The loss of one of their most popular drivers was a shock to all who knew him. As a result, the members of the San Francisco Region (SFR) of the SCCA voted to establish the William Snell Memorial Fund and donations were solicited from the club’s members “to perpetuate the memory of Pete Snell.”

How It All Started

Another SFR member was also present at the Arcata race, Dr. George Snively. Dr. Snively was a Sacramento physician, Director of the Department of Medicine at Sacramento County Hospital and an accomplished racer in his own right.

Besides racing in the event, he was also the trackside physician and had gone to Snell’s aid after the crash. Snell’s death would prove to be a catalyst for Dr. Snively who had been investigating crash helmets on his own since 1954. Having previously accumulated a library of virtually every paper published on helmets and had spent countless hours of his own time testing helmets he had purchased with his own money. Since Snell’s death had unquestionably resulted from inferior head protection, the immediate need for headgear standards became apparent. Dr. Snively decided it was time to begin a formal research program.

At this point, Dr. Snively enlisted the help of another sports car racer, Dr. Clinton O. Chichester, an engineer and professor of food technology at University of California Davis. These two formed an excellent team, with Dr. Chichester the “idea man” and Dr. Snively the “implementer”. As they saw it, their mission was “to establish some standard for the performance of helmets so that an individual can at least distinguish which will offer a known level of protection versus one that will offer practically none.” With this goal in mind, they applied for and obtained a grant from the United States Public Health Service. With these funds, they set up a laboratory at U.C. Davis and begin testing crash helmets in use by drivers of the day.

In March, 1957, the SFR published preliminary results of Dr. Snively’s tests in *The Wheel*. To formalize his testing procedure and increase the number of helmets tested, Dr. Snively utilized an

independent testing facility. Interested parties were invited to witness the test and the press, military and representatives of manufacturers attended. The results of the test showed clearly that two helmets, the Bell 500 TX and the Toptex Competition Model, offered far greater protection than any of the others tested. The Foundation's seal of approval was made available to the manufacturers for use on the two models approved. Dr. Snively released his test results to several motor racing magazines.

Test Results Create A Controversy

When Dr. Snively's test results were published in Sports Car Graphic, Sports Car Journal and MotoRacing in July 1957, they caused an immediate controversy as drivers and manufacturers lined up on both sides of the issue. Several manufacturers felt the tests were inconclusive or biased and many drivers felt it was their choice to wear whatever type and style helmet they desired. As Dr. Chichester told a reporter for the Sacramento Bee newspaper, "You'd be surprised how difficult it is to persuade a driver to pay more than \$8 to \$15 for a helmet that is untested when at the same time, he might be driving an expensive sports car. They ought to invest a reasonable amount of money in their heads."

As the controversy was playing out in the motor sports press that summer of 1957, the SFR of the SCCA announced that after August 30, 1957, all drivers must wear either of the two approved helmets in races sanctioned by the club. Shortly thereafter, the National Contest Board followed suit, essentially deciding the issue. Drs. Snively and Chichester received inquiries from all over the world concerning their studies. All types of motor racing associations requested the test results as did others interested in nearly all other sports where head protection was necessary. More tests were

conducted in 1958 by the two and the next year, they established a set of standards.

Once the Foundation had established a set of testing standards for helmets, they were continually refined as manufacturers brought new and better helmets to the market. Dr. Snively would write a set of standards too tough for any helmet to pass and then ease the standard down a few notches making it more feasible for new helmets to pass, and at the same time, he was challenging helmet manufacturers to continually design better helmets. The revision of these standards took place about every five years, a cycle that is still in effect today.

1983 - Shocking News

Having just retired from his position at U.C Davis School of Medicine and while on vacation on the California Coast, Dr. George Snively, the guiding light of the Foundation, died suddenly of a heart attack at the age of 62. As you might imagine, and helmet testing came to a standstill. Eventually, Dr. Chichester picked up the reins and testing resumed but with a contract employee and only on a part-time basis. The test lab was moved from Dr. Snively's home to a small warehouse. Over the next five years, the helmet testing activity gradually increased but it essentially remained a very small operation and it wasn't until 1984, the Foundation hired it's first, full-time employee.

Today, the Foundation offices and test lab reside in a modern, single story building in North Highlands, a suburb of Sacramento. There are currently nine employees under the leadership of Ed Becker, and their main business is still helmets - testing for certification, prototype testing and random sample tests. They test helmets for auto racing, motorcycle riding and racing; snowmobiling; skiing, bicycling; skateboarding as well as equestrian use.

The helmet testing procedure has been continually improved over the years and the test instrumentation has become progressively more sophisticated allowing standards to be elevated to even higher levels.

The Foundation safeguards its certification by performing on-site factory inspections to verify a helmet makers manufacturing process. They also can randomly test any previously certified helmet at any time by acquiring helmets on the open market and/or requesting helmets from a manufacturer. If the product fails testing, the Foundation can order the manufacturer to "stop production" on the particular model and all certification stickers are to be returned. Interestingly enough, in almost fifty years the Foundation has been in existence, they have only required two manufacturers to "stop production".

Racing helmets have come a long way since the "clothe and goggles" of the early 1900's. Drivers progressed to the leather and fiber "buckets" of the 1950's and finally to today's lightweight, Kevlar, full coverage helmets. Thanks to a very small group of volunteers who took it upon themselves to create the first set of industry standards for helmets, we now have products which are capable of withstanding the extreme forces generated by today's high speed impacts.

So the next time you pull on your helmet, think about and be thankful for the great job the folks at the Snell Memorial Foundation are doing and of Dr. George Snively and Dr. Clinton Chichester - doctors, pioneers, researchers and racers.

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ON THE GREEN TODAY

NIELLO
CONCOURS at SERRANO

1953 SUNBEAM ALPINE

Owned by David & Lily Allen-Hughes of San Anselmo, California



Many romantic love stories have been written, some that include generous gestures that add to the tale, but this story of Lily's motor car is surely one for the romance novel book shelf. Lily grew up watching the Alfred Hitchcock film *To Catch a Thief*, starring Cary Grant and Grace Kelly. She always loved the beautiful sapphire blue Sunbeam Alpine in the movie and mentioned to her husband David how much she would like to own it someday.

In 2014, after years of searching, David finally found the car you see on the green today, hiding in a garage in the Netherlands. He hired master restorer Joop Stolze to do a full ground up restoration. The painstaking process took three years.

Finally, in the middle of the hot summer of 2017, Lily and David flew to the south of France to meet her car and drive it for the first time. Channeling her inner Grace Kelly, Lily and passenger David cruised through the Cote d'Azur stopping at many of the original filming locations ranging from the Intercontinental Hotel in Nice to Cary Grant's villa. They ended their trip in Monaco where they were escorted up to the palace steps to pay tribute to Princess Grace. David's endeavors to "Catch a Car" for Lily truly made her dream come true.



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T Abraham's passion for cars started at age sixteen with a wrench in his hand under the hood of a 1968 Camaro RS convertible, one of many classic cars that he has owned.

His love of cars has also taken him to all kinds of events from Detroit's Woodward Dream Cruise, hunting for parts at the Hershey, Pennsylvania swap meet, England's Goodwood Festival of Speed and Formula 1 at Spa in Belgium.

When forced to stop thinking about cars, he serves forty-five hospitals as the Regional Vice President of the Hospital Council of Northern and Central California, and enjoys being a Big Brother in Big Brothers/Big Sisters of El Dorado County. The Serrano Concours is an annual highlight, with so many great cars coming to his hometown.

Jesse A. Bravo
Photographer -
Consultant

Jesse A. Bravo has been racing automobiles since the early 1960's when he campaigned a 1957 MGA on SCCA courses.

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



Judyth Bravo
Consultant

Judyth Bravo finds it difficult to pinpoint the source of her life-long enthusiasm for motor vehicles. Is it the result of her growing up next door to a car dealer who kept a steady stream of new Cadillac's, Chevrolets and Corvettes parading past her window? Whatever the reason, Judy's enthusiasm to ride in a 1963 XKE Jaguar convertible roadster precipitated her introduction to her husband of over thirty years, Jesse Bravo, former SCCA Chief of Concours. A former high school art teacher by trade, Bravo sees the great importance of the Concours d' Elegance lying not in its chances for competition but for its opportunity for education.

Phil Cowan
Master of Ceremonies

Phil Cowan has been a fixture in Sacramento radio since 1984, and a car enthusiast for as long as he can remember. He and wife Kathy have resided in Folsom for 27 years, where they raised their four kids, and now enjoy their three grandsons. Phil can currently be heard weekday mornings from 6:00-9:00 on Sacramento talk station AM 1380 The Answer (KTKZ).

Carolyn Delgado
Entrant Registrar

Carolyn Delgado is the one person who keeps all of the concours entries organized and helps the entrants with any questions they might have about their paperwork. When not inputting information into a spreadsheet, she enjoys spending time with her three daughters and three grandchildren.



Diana Evanson
New Car Dealer
Concierge

Diana grew up around many cars that were always in some phase of restoration. She brings her love of classic cars and her program management skills together to assist the advisory board in planning, setup and event day activities to help make the Concours a seamless event. Her "can-do" attitude helps all the teams get the job done while always having a smile on her face. With thirty years in the hospital pharmacy field and deep caring for all people's well-being she is motivated to ensure that all attendees enjoy the show.

Bob Finkbeiner
Event Logistics

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

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

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



Sally Finkbeiner

Honorary Judges Liaison



Sally Finkbeiner has been a lifelong fan of the automobile due to early influences by her big brother Bill. While she was in elementary school Bill restored a 1929 Model A and allowed her and her girlfriends to ride in the rumble seat. A few years later he purchased a 1956 Corvette and her love for a fast car was off and running. So it just seemed natural to marry Bob Finkbeiner, also an avid car enthusiast. In fact she's pretty sure Bob married her for her brother, Bill.

In Sally's professional life she is a senior property manager for Arcadia Management Group. She manages a 530,000 square foot office campus in Rancho Cordova. She holds a BS degree in Business Management. And she plans to retire in 2022.

She is involved heavily in her church where she is plays the piano wherever she is needed and will be a church choir member again whenever this pandemic allows. Family time revolves around two grown sons and their families including three grandsons.

Thomas Goette

Official Photographer



For as long as Thomas Goette can remember, cars were a part of his life. As a child, he would drive Hot Wheels through his self made Lincoln Log race track. He enjoyed attending car shows like Hot August Nights as well as many others. In his senior year of high school he took an Intro to Photography class. Instantly, he fell in love with photography and combined it with his passion for cars.

During his freshman year of college, his work was recognized and posted by BMW and multiple performance parts companies on social media. Thomas is currently working towards his BA in Photography at Sacramento State University while pursuing his goal to bring together car enthusiasts and local businesses through media production and community involvement. He also created and runs an automotive page called DailyDreamerAuto on TikTok which has a combined viewership of over nine million views and 130k+ followers.

Rosie Kessel-Kracher

Director Public Relations



Rosie has served on the Niello Concours Advisory Board for the last twelve years, where she has grown to appreciate the fine art of the automobile and their owners. Having retired from a twenty-

eight year law enforcement career and now having an empty nest, Rosie and her husband, Jon, spend time enjoying the outdoors and working on home improvement projects. In her spare time, Rosie coaches new runners and trains for Ironman distance triathlons.

David Lantz

Director of Marketing,
The Niello Company



David was born in Dayton, Ohio. Both of his parents worked in the automotive industry. David's family later relocated to Sacramento, California and he attended high school at Granite Bay High School.

David went to Northwood University which is an automotive specific school in Michigan. He started his career with Cox Automotive but has since worked for Ford Motor Company and Fiat Chrysler Automobiles.

David is now the Marketing Director for The Niello Company. He is married to his lovely wife Sanne and together they have a young daughter named Elsie and a white German Shepard named Emma

Bob Lozito

Lower Field, Entry
Check-In



Bob Lozito has been chasing cars for as long as he can recall. Some figuratively and others he chased literally. As the son of a career military officer, Bob lived in Italy earlier in his life, saw his first Ferrari, Alfa Romeo and Maserati and never looked back vowing to someday own one of the amazing Italian dream cars. His passion for cars has evolved over the years from American muscle cars to the foreign exotics. Bob always had some type of interesting car from his first, a 1955 Chevrolet two-door BelAir, to his latest purchase, a F430 Ferrari. In a former life he served thirty years in law enforcement and nearly the same with the United States Air Force, serving both in the active force and reserve component.

You can usually find Bob puttering on one of his automotive toys, golfing or traveling with his lovely wife Karen. The couple enjoys visiting their growing family of three adult sons with their respective families, which include three little grandkids. No matter where they are, Bob is always quick to save-the-date for the Niello Concours at Serrano where he enjoys greeting the car owners as they enter the event.

John Manby

Event Logistics



From early childhood anything mechanical held John's interest, especially cars. Upon leaving for college in his first car, a 1965 Corvair (a car nobody wanted), lead to a sponsorship at the GM training center in Oakland, California. After graduating, top in his class. John received numerous offers from local Chevrolet dealers to work for them as he reached Master Mechanic status. Having entered the USAF after high school he trained in aircraft maintenance. Leaving active duty, he continued his military association with the Air Force reserves. Military promotions opened doors which lead to the USAFR Numbered Air Force which asked him to serve full time as Deputy Director of Transportation. Here he provided day to day management for air cargo/vehicle maintenance units geographically located from the Far East to Chicago, Illinois.

John retired from the officer core after twenty-eight years of service. Since he has always been interested in volunteering for automotive events he has been active in Concours from Lake Tahoe to the Bay Area. Eleven years ago SCCA Concours, San Francisco Division, asked him to judge in their sanctioned events. This participation opened other doors to judging events and he has since become a certified judge for the Mercedes Benz Club of America. Maintaining a high level of interest in the preservation of automotive history, John has continued to pursue a goal of originality in numerous automotive restorations so that the next generation of car enthusiasts will experience automobiles as they actually were.

Allan McCrary

Entry Committee Advisor



Allan McCrary has been a member of the Auburn Cord Duesenberg Club since 1974 serving on its Board of Directors, as President, and is currently the National Chief Judge where he is involved in the development and implementation of newly revised judging standards that focus on the authenticity of these Marques.

He has owned a number of award winning Cords all through his adult life and maintains an eclectic collection of automobiles covering a wide spectrum of interests; Classics, Post War English and German Sports cars and American Luxury/Muscle.

In addition to ACD, he is an active member of the CCCA, 356 Registry and the American Bugatti Club. He holds a current SCCA Full Competition License.

John McNamee

Chairman Concours
Branding



John McNamee has been in the apparel business for over thirty years. As owner of one of the largest silk screen printing and embroidery shops in the Sacramento area, he is an important asset in keeping the standards of the Niello Concours at Serrano brand.

John's company supplies to various corporate accounts and has been involved in many large events in Sacramento including both Olympic Trials, the Sacramento Music Festival, the Pig Bowl as well as countless fun runs. Being a car guy, owning a Porsche twin turbo, a 360 Ferrari and a DeTomaso Pantera, he is very excited to be associated with the Niello Concours in producing the souvenir apparel. He feels that being at this event every year and selling merchandise while surrounded by so many incredible cars, life simply doesn't get any better.

Addison T. Moore

Event Logistics



Addison, the second oldest son of event owners Brian and Michele Moore, started going to the "shop" at a very young age to work for his dad organizing nuts and bolts, detailing cars or just doing clerical work.

Addison loves sports and he is the one chasing down foul balls at both Oracle Park and Raley Field or caddying on golf courses throughout Northern California. He loves blogging about the Giants and has been covering the Sacramento Rivercats for the last two seasons. He works at Sacramento International Airport as a cargo loader.

Addison and his four-legged, best friend Lilly, love car rides, dog parks or just relaxing at home. He also enjoys hanging out with friends, going to breweries and participating in Taco Tuesday at the local Taqueria.

Brandon Moore

Concours Field,
Crew Chief



Brandon, the son of event organizers Brian and Michele Moore, has been comfortably stuck in the world of cars since birth. Growing up working at "the shop", Brian D. Moore Restorations, with his father, Brandon

experienced rare automobiles firsthand and has cultivated his own passion for unique vehicles. Taught by Brian, he has not only mastered the art of wet sanding, but has developed the skills necessary to run a successful business.

Brandon currently owns and operates a Sacramento area pool service company, BTM Pool Service, Inc., and is proud to be an active member of his community. Going on his fourteenth year in business, Brandon has set high goals for the company and is excited to see it prosper.

Brandon and his wife Kate have two sons, Jack (age 5) and Luke (age 2). Maintaining meaningful relationships with his family, friends and clients is extremely important to Brandon, a value he hopes to instill in his sons as they grow.

Brookes T. Moore

Admission Supervisor



Brookes is Brian and Michele's youngest son. He has always loved assisting his parents with anything and everything for the Niello Concours at Serrano.

From stuffing envelopes at the table as a child, to greeting each and every guest as they arrive at the event, he always enjoys being a part of the action.

Brookes is a graduate of University of California, Santa Barbara. He is now a Project Manager for restaurant development company based in Southern California. In his free time, he enjoys getting out to the beach, traveling and spending time with family and friends.

Kate Moore

Awards Coordinator



Kate discovered her love for cars when she met and fell in love with Brandon Moore, son of Brian and Michele. The couple wed in 2012 and have two sons, Jack (age 5) and Luke (age 2).

A University of Nevada, Reno alum, Kate ensures that the Moore house is always rooting for The Pack! She is currently a Development Project Manager for Buzz Oates, one of the largest privately held commercial real estate investment management companies in the country. In her free time, Kate enjoys the company of friends and family, travel, and making memories with Brandon, Jack and Luke.

McKinley C.M. Moore

Event Day Assistant /
Ticket Booth
Administrator



McKinley, Brian and Michele's youngest and only daughter, spent time at "the shop", Brian D. Moore Restorations, as well as the Concours Office while growing up. Going to the shop meant seeing which car Brian would chose to drive them to the Father Daughter Dance in, as it was always something classy. McKinley learned to address anyone with two infamous words in the Moore household, "Concours Office!", when she answered the phone at a young age helping Michele in the office. Helping in the office or at the shop always meant a day she was able to spend with her mom and dad and that was very important to her.

McKinley is a graduate of the University of California, Irvine with a major in Political Science and a minor in Management. She currently lives on Balboa Island in Newport Beach, California and is an Assistant Manager for Irvine Company Office Properties. She will be getting married the weekend after the concours to her fiancé Scott Ferdig who the family has already recruited to be a part of the concours team.

Dave Mueller

Volunteer Coordinator



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

Carolyn Oliveira

Niello Concours at
Serrano Coordinator,
The Niello Company



Carolyn Oliveira, having over twenty years of experience working in all aspects of the events industry, has the expertise, connections and memorable and exceed expectations. Carolyn's gifts of organization, attention to detail, creative imagination, concept design and her contagious enthusiasm have earned her a reputation for unparalleled excellence as an event planner and designer. She is able to execute concepts flawlessly while maintaining a pleasant, calm and helpful demeanor to ensure an amazing experience for all guests. Carolyn believes strongly in giving

ADVISORY BOARD

back to the community through volunteerism and is a proud El Dorado Hills Rotarian, on the Board of the CERT (Community Emergency Response Team) Program, the National Charity League and a strong voice for the advocacy, safety and protection of the elder population. She is thrilled and honored to work with The Niello Company team on the 2021 Niello Concours at Serrano!

Patti Plant

Vendor Concierge

Patti's love of cars began as a little girl in her dad's Dodge dealership showroom, where she used to pose in the new 1969 Challenger, with aspirations of growing up and becoming the next Dodge Girl.



Her love of cars continues today and that's why she has volunteered in various capacities at the Concours over the past 13 years. She is a retired elementary school specialist who now spends her time working on her golf game at North Ridge Country Club and just recently returned from playing in Scotland. She also enjoys volunteering at the AT&T National Pro-Am - Pebble Beach.

Lynn Repstad

Fashion Show Coordinator

Lynn Repstad has always had a passion for classic automobiles having had the opportunity to oversee and manage many local automobile events. In Lynn's professional life she is the Regional Residential & Commercial Accountant Executive with Old Republic Title. She serves on the Board of Directors for the El Dorado Hills Chamber Board and the Economic Development Corporation of El Dorado County. Lynn is very involved in the El Dorado Hills community where she resides with her family.



Steve Rudy

Upper Field, Entry Check-In

Steve Rudy's passion for cars began in the 1960's with drag racing and the muscle cars he owned. His first car was a 1966 GTO that he had to sell when he went into his four years of service in the U.S. Air Force. He followed up with 427 Chevy's and a 1970 Plymouth GTX 440.



After his military service, Steve began college in the Bay area. College costs and gas prices moved Steve out of his muscle cars over to more affordable British cars, which he still pursues today. He and his family have all owned British automobiles, from Triumph's to Austin Healey's.

Steve moved to Sacramento in 1973 to complete college and graduated from Sacramento State University with a degree in Business and Economics. He then began a twenty-five year career with AT&T, retiring in 2003. After his retirement, Steve started a business negotiating cell tower sites. Steve has since retired from everything except his love for golf, British cars, music, and his wife, Teri.

Ben Salerno

Upper Concours Field, Crew Chief

Ben Salerno's interest in motor cars can be traced back to the nights he spent holding the light for his dad while they worked on the family car. By the age of sixteen Ben had the three essentials every teenager needs: a driver's license, a car (Triumph Stag) and a job (working on imports at a local Shell station). Three years later he purchased a 1970 Porsche 911 S, which he still owns today, and the one that sparked a life-long passion for European sports cars in Ben. After working at various shops through the 80's Ben and his wife, Janet, decided to open their own business, Salerno Motorsports. After twenty-five years as a business owner and over thirty-five years in the car industry, Ben is still as enthusiastic as ever. Today he takes great pride in sharing that enthusiasm with his sons, Chuck and Tim.



Eric Schwarz

Project Manager

Eric has always had an appreciation and love of cars. He brings that passion, together with his twenty-five years of project and program management expertise, to the Niello Concours at Serrano to help organize and manage the volunteer team. His experience in the healthcare, finance and automotive industries ensures that the volunteer team will be well organized and ready for any task. Eric's goal is that all attendees will have an enjoyable day at the concours.



Vanessa Sheldon

VIP Concierge

Vanessa Sheldon has been involved with the Niello Concours at Serrano; since the inaugural event. She grew up as an honorary member of the Moore family and has been so since she was eleven years old, having lived in the same neighborhood. Vanessa works full time as an office manager in the steel industry. She is a busy and involved mother in the lives of her children, Isabella and Bryton. In her spare time she enjoys doing anything outdoors with her family.



David Smith

Judges Liaison

David Smith works for a global consulting firm developing virtual reality (VR) solutions for Fortune 500 companies. His passion for the automobile started at the age of ten when he rode in his brother's brand new Fiat Spider convertible for the first time and by the age of fifteen he had started restoring cars. His dream is to own a fully restored late 1950's Alfa Romeo Giulietta Spider convertible. He especially enjoys meeting all the wonderful people who work and attend the Concours each year.



Francis "Frank"

X. Weismantel

Contributing Writer

Frank is a lifelong automobile enthusiast and dreamer. Born in Miami Beach, Frank's passion for cars started with his first love, a 1970 Dodge Challenger 383 Magnum SE RT hot rod.



Originally intending to be an English/Literature teacher, instead Frank chose to join the Air Force and learned a trade, Electronics Technology. Unable to find a local supplier and dealer of B-52 Bombers, Frank went into the Telecommunications Industry and now has over thirty-four years experience building, maintaining and upgrading today's cellular and radio based communications networks.

His passions are automobiles, cooking and whenever possible writing and editing automobile themed articles for a variety of charitable events. Frank now lives in Elverta, California, on a small ranch property with his wife of over twenty-five years, Claudette along with a dog, two horses and three cats. Life has never been so sweet.

ADVISORY BOARD

Jessica Young

Administrative Assistant

Jessica has been Michele Moore's assistant at the Concours since 2010; she is truly her "girl Friday!" Passionate about the process of the Concours, Jessica has had the opportunity to oversee every detail of planning and execution of the event and has delighted in the beautiful classic cars displayed on the green.

Jessica majored in Child Development with a focus on family and community as her passion has always been helping families and children. In March 2021 Jessica had her first daughter Chloe, who she absolutely adores. Hopefully Chloe will soon join the concours team!



Jill Young

Art Direction

Jill has been working with the Concours on their design work for the past three years. She loves the passion owners have for their cars and has come to appreciate these beautiful machines as true pieces of art.

Jill has been working in the marketing and advertising field for over 17 years. Since graduating from California State University, Chico with a Bachelors of Arts in Journalism and Public Relations, she has worked for advertising agencies in San Francisco and Reno, as well as in the marketing department of the McCombs School of Business at University of Texas, Austin. In 2016, she decided to open her own freelance graphic design business so that she could spend more time with her son, Henry.

Currently based in Reno, you can usually find her hiking, relaxing at Lake Tahoe or running Henry to and from his many activities!



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

— BRIAN AND MICHELE MOORE
Event Chairs



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1957 Ghia Super Dart 400

Powered by Chrysler



The 1950s in America was a time marked by incredible optimism, exploration and limitless creativity. American automakers were no exception to this zeitgeist as they created what would become the world's most iconic and timeless designs. The 'Father of the Forward Look' and Chrysler's Vice President of Styling, Virgil Exner, designed some of the most highly collectable automobiles of that era. To showcase Chrysler's potential for innovative design, the corporation joined forces with the Italian coach building company, Carrozzeria Ghia, of Turin, Italy. With Exner and Ghia's design abilities, the two companies created only a few limited production or one-off custom show cars throughout the mid and late 50s. In 1955, Ghia produced the Gilda concept car. Despite the car's space-age styling, it remained only as a static display piece, for it was not fitted with the Chrysler turbine engine as originally intended until decades later. Inspired by the Gilda's style, Ghia built two additional cars in the coming years: the Dart in 1956, which was later modified to become the Diablo, and the Super Dart 400 in 1957, which remains in its original-unmodified condition today.

At the 1957 Turin Auto Show, Ghia displayed the Super Dart 400. After making its way to the United States, Dual Motors acquired the Super Dart and displayed it as a Dual-Ghia prototype at the 1958 New York Auto Show. There, a distinguished gentleman by the name of Alex Freeman spotted the car. Dual Motors insisted to Mr. Freeman that the custom show car was not for sale; however, with Mr. Freeman's persistence and a signed blank check made out to the Dual Motors representatives, an

agreement of \$15,000 was reached. Mr. Freeman became the proud owner of the one and only Super Dart 400.

The Super Dart 400 was built on a 1957 Chrysler 300 C chassis, complete with Chrysler running gear from front to back. Produced on the Chrysler industrial engine line, the dual carbureted 392 c.i. Power Pack Hemi was fitted exclusively to the Super Dart, producing a claimed 400 horsepower, hence the '400' signature shown in the name. The exterior styling, while reminiscent of its Gilda and Dart predecessors, is delightfully futuristic, elegant, and undoubtedly what gave Exner his inspiration for production vehicles in the coming years. The exaggerated high-rise fins, artistic front grill and rakish roofline add to the uniqueness of this automobile. But perhaps one of the most notable design features is the custom recessed side trim joining the front and rear bumpers in a pleasing and practical wraparound fashion.

In June of 2021, the Super Dart was purchased by John H. White, owner of the Ramshead Automobile Collection in Sacramento, California. With just over 49,000 original miles, this one-off Ghia show car presents itself in its unrestored condition with original paint, chrome and upholstery just as it left the show circuit in 1958. This seldomly seen and largely unknown show car is a historically significant piece of automotive history, visit it on the green today at the Niello Concours at Serrano.



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2021 NIELLO CONCOURS AT SERRANO

VENDORS

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At Ferrari of San Francisco, we take pride in everything we do. We offer new Ferrari models and used cars and have the staff in all departments to adequately serve our Northern California friends. We want to be your choice for all Ferrari services in California and will do what it takes to keep you 100% satisfied.

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First Tee-Greater Sacramento is a youth development organization introducing the game of golf and its inherent values to kids and teens. Through after-school and in-school programs, we help shape the lives of young people from all walks of life by reinforcing values like integrity, respect and perseverance through the game of golf. And it's making a difference. www.FirstTeeSacramento.org

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GT Auto Lounge is a family-owned car dealership that provides the best selection of unique and rare vehicles to our customers worldwide. Specializing in classic, muscle, exotic and luxury vehicles, our auto consignment services are exceptional with an award-winning detail team and professional sales staff. With extensive experience in the automotive industry, our dedicated team has developed a business based around quality, passion, and trust. In our secure, climate controlled, state of the art indoor showroom we house some of the most rare and exclusive vehicles in the world! Due to high demand, our showroom inventory is consistently changing. Stop by and experience the excitement of GT Auto Lounge. Visit GTAutoLounge.com for more information.

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Visit The Luxury Collection on the green to see the newest models from their luxury car brands. A PriceSimms, family-owned dealership, with locations in Los Gatos, Palo Alto and Walnut Creek, they carry Alfa Romeo, Aston Martin, Bentley, Bugatti, Lamborghini, Maserati, McLaren, and Rolls-Royce Motor Cars. Their dealerships cater to the needs of anyone who is looking for a smooth and amazing experience when looking to purchase a car. Feel free to stop by and visit them anytime!

Lyon Real Estate - El Dorado Hills

916.939.5300

Serving the area for over 75 years, spanning a two-generation history, Lyon has nearly 900 agents in seventeen offices throughout a four-county region. Our agents receive ongoing education as skilled marketers, negotiators and real estate advisors; they understand the intricacies of buying and selling a home, so you don't have to. Together with the latest tools and resources, you receive the facts and expert guidance needed to increase your knowledge, putting you in control of your financial destiny.

Niello Audi

916.480.2800

As the oldest privately-owned dealership in the country, Niello Audi will be offering guests a fresh perspective on this innovative brand. With a showcase of the newest product offerings including the all-new, 2022 Audi RS e-tron GT all-electric vehicle, you'll be able to see clearly the future of the Audi brand. And while you're there, we'll also ask you to join us in a toast from our Champagne Wall and Get Plugged In.

The Niello Company

916.643.7300

Get ready for some excitement on the green at The Niello Company tent as you buckle into a VR Simulation Rig where you can have the thrill of the track come to you for an unforgettable experience in a Virtual Reality Race Car Simulator. There will also be a Centennial Celebration during the concours in the center of the event on the patio. Stop by for some gelato and see a visual history of 100 Years of The Niello Company.

Niello Porsche

916.625.8300

Stop by the Covered Bridge for a test drive of the all-new Porsche models and visit the Oktoberfest Beer Garden for a mini stein and brats. The Niello Company is proud to have the longest, privately-owned Porsche franchise in the United States. For over 65 years they have had the privilege of offering the Porsche brand to those looking for something exhilarating and adventurous. The Niello Company will be opening an all-new Porsche Sacramento dealership on Auburn Boulevard in 2022.

Sacramento Magazine

916.452.6200

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

Shriners Hospitals / Rally4Kids

916.453.2000

Come by the Shriners Hospitals vendor tent to see one of the many custom-made go karts that will participate in this year's Rally4Kids Toy Drive event. This event will be held on December 5, 2021 at Shriners Hospital for Children, Northern California. This annual rally has hundreds of collectible, classic, vintage, custom and exotic cars, trucks and motorcycles that roll into the hospital. Their mission? To cheer up children and make their holidays brighter as 1000's of new toys are dropped off for the patients at Shriners Hospital in Sacramento.

Tommy Bahama

916.784.8688

The fabulous clothing in the Concours Fashion Show at today's event was brought to you by Tommy Bahama. Visit the Tommy Bahama vendor tent to see their latest offerings as you get ready to make your entrance for your next outing. Here's to your brightest moments ahead and styles that put you in the spotlight. Tommy Bahama fashions are your path to relaxation.

2021 NIELLO CONCOURS AT SERRANO

ENTRIES

FEATURING THE SHELBY COBRA

&

CELEBRATING THE HISTORY OF SACRAMENTO AUTO RACING

Shelby Cobra

Class C1 Cobra 289

1964 Shelby Cobra 289
Gordon & Sandy Gimble of Roseville, CA

1965 Cobra Roadster 289 DSX2560
Phil White of Portola Valley, CA

1964 Shelby 289 Cobra
Jack Wright of Granite Bay, CA

Class CS1 Cobra Series 1

1999 Shelby Series 1
Cary Johnston of Rocklin, CA

Class C2 Cobra 427

1967 Shelby Cobra 427
Bruce Canepa of Scotts Valley, CA

1966 Shelby Cobra 427 Narrow Hip
Brendan & Mary Kay Finn of Ross, CA

Class CCC Cobra Competition

1963 Shelby King Cobra
Bill Hartman of Yuba City, CA

1964 Shelby 289 Cobra
Bill Hartman of Yuba City, CA

1965 Cobra 427 Competition
Phil White of Portola Valley, CA

Class CCSM Shelby Mustang

1966 Shelby GT 350
Mark Bussey of Fair Oaks, CA

1970 Shelby GT 500
Rick Caron of Shingle Springs, CA

1965 Shelby GT350
Marshal Crossan of Folsom, CA

2008 Ford GT500KR
Michael Martinson of El Dorado Hills, CA

1968 Shelby Mustang GT350
Marc Shell of Auburn, CA

Class CCT Cobra Tributes

1965 Ford Cobra Roadster Replica
Gregory Bagwell of Fair Oaks, CA

1964 Cobra 289 Cobra
Gary Cook of Sacramento, CA

1967 Cobra by Kirkham
Marshal Crossan of El Dorado Hills, CA

2020 Shelby Cobra 289 Slabside Cobra MKII
Jerry Grigsby of Fair Oaks, CA

1965 Shelby Cobra
Bob Riola of Sacramento, CA

1965 Shelby Cobra MKIII
William Sardam of Placerville, CA

1963 Hawk Cobra 289 Street
Glenn Stasky of Folsom, CA

Celebrating the History of Sacramento Auto Racing

Class SAR Historical Sacramento Racecars

1930s Sprint Car #88
Bill Crowley & Arata Brothers of Calistoga, CA

1970s Maxwell Sprint Car #56
Shelia & Kerry Fasig of Carmichael, CA

1970s Sprint Car #92
Richard Forsberg of Auburn, CA

1948 Kurtis Sprint
Rich Hubbard of Murietta, CA

1948 Kurtis Kraft Midget
Tom Motter of Rancho Cordova, CA

Class FVF Ford vs Ferrari

1963 Shelby Cobra
Tony Hunt of Rocklin, CA

1957 Ferrari 250 Pontoona Testa Rossa
Jack Wright of Granite Bay, CA

The Classics CCCA Approved Distinctive Motor Cars 1915 to 1948

Class A Distinctive Motor Cars 1915 to 1948 Open

1941 Cadillac 62 Convertible
Joe Hensler of Fair Oaks, CA

1926 Cadillac 314
Wendell Joost of Guerneville, CA

1929 Kissel Model 8-95 Tourster
Lynn Kissel of Cameron Park, CA

1932 Auburn 8-100A Cabriolet
David Knopp of Roseville, CA

1940 Packard 1803-2 Door Coupe Convertible
John VanSpeybroeck of Arcata, CA

1930 Duesenberg Model J Dual Cowl Phaeton
The Academy of Art University of San Francisco, CA

Class B Distinctive Motor Cars 1915 to 1948 Closed

1929 Stutz Model M Series 5 Sedan
California Auto Museum of Sacramento, CA

1935 Chrysler C2 Imperial Airflow Sedan
David Felderstein of Sacramento, CA

1937 Cord 812 Custom Beverly
William Hastie of Fair Oaks, CA

1941 Cadillac 60S
John Macpherson of Reno, NV

1947 Cadillac 6207 Club Coupe
Allan McCrary of Vacaville, CA

1933 Chrysler CL Imperial
Larry Nannini of Pine Grove, CA

Class AM Aston Martin

2014 Aston Martin Vantage
Jann Bron of Fair Oaks, CA

2015 Aston Martin Vanquish
Fred Buck of Granite Bay, CA

2012 Aston Martin Vantage S
Jed Deame of El Dorado Hills, CA

2007 Aston Martin Vantage
Jason Gullivan of El Dorado Hills, CA

2009 Aston Martin DB9
Richard Gunther of El Dorado Hills, CA

2005 Aston Martin DB9
Jeffrey Gustafson of EL Dorado Hills, CA

2008 Aston Martin Vantage V8
Richard Keenly of El Dorado Hills, CA

2005 Aston Martin DB9
Gary Raskie of Rocklin, CA

Class E Preservation Class of Unrestored Motor Cars

1970 Mercedes Benz 280 SEL
Chris Cotter of Folsom, CA

1959 Rolls-Royce Silver Cloud I
Robert LaMar of Half Moon Bay, CA

1959 Dodge Coronet
Fred Long of Rescue, CA

1936 Ford Model 68 Touring Sedan
Joseph Rodota of Sacramento, CA

1957 Chrysler Ghia Super Dart 400
John White of Sacramento, CA

Class XKE 60 Years of the E-Type Jaguar

1965 Jaguar Series 1 Coupe
Thom Fitzpatrick of Carmichael, CA

1963 Jaguar E-Type Series 1 OTS
Kyle Gong of Elk Grove, CA

1974 Jaguar Series III V12 E-Type OTS
Leslie Hamilton of Monterey, CA

1969 Jaguar E-Type Series 2 FHC 4.2 litre
Dan Johnson of Roseville, CA

1969 Jaguar E-Type OTS
Kevin Kemper of Meadow Vista, CA

1969 Jaguar E-Type
David Shield of El Dorado Hills, CA

Class F Muscle Cars 1953 to 1974

1974 American Motors Corporation Javelin
James Cerepak of Jackson, CA

1964 Plymouth Sport Fury
Dan De La Cruz of Folsom, CA

1967 Ford Mustang GTA Fastback
Craig Garcia of EL Dorado Hills, CA

1970 Chevrolet Camaro Z28
Richard Gautier of Elk Grove, CA

1963 Plymouth Savoy
Rico Petrini of Loomis, CA

1970 Dodge Dart 340 Swinger
Anthony Sarge of EL Dorado Hills, CA

1970 Ford Boss 302
Carl Stein of Carmichael, CA

1969 Chevrolet Z28
Jamie Timms of EL Dorado Hills, CA

Class F-2 Ferrari through 1974

1968 Ferrari 330 GTC
Leonard Ely of Palo Alto, CA

1962 Ferrari 250 GTE
Bill Finkbeiner of Auburn, CA

1972 Ferrari Dino
Joe Hensler of Fair Oaks, CA

1966 Ferrari 330 GTC
Greg Nickless of Sacramento, CA

Class F-3 Ferrari 1975 to 1990

1984 Ferrari BB 512i Boxer
Kirk Axtell Sr. of Ventura, CA

1986 Ferrari 328 GTS
Edward Cabelera of Sacramento, CA

1984 Ferrari Mondial
Dan Hansen of Orangevale, CA

Class F-4 Ferrari 1991 to 2021

2014 Ferrari F12
Ryan DeAngelis of Province, CA

2019 Ferrari 488 Spyder
Pius Kamber of Rancho Murieta, CA

2004 Ferrari Challenge Stradale
Lance Suder of El Dorado Hills, CA

2014 Ferrari FF
The Ely Family of Palo Alto, CA

Class M Antique Motor Cars through 1919

1907 Peerless Model 16
Kirk Bewley of Sacramento, CA

Class N Vintage Motor Cars through 1949

1929 Chevrolet Landau Convertible
Cal Bisson of Auburn, CA

1941 Packard 120 Touring Sedan
Cheryl Fox of EL Dorado Hills, CA

1936 Ford Cabriolet
Norma Petersen of Cameron Park, CA

1947 Frazer Manhattan
Larry Rodkey of Elk Grove, CA

1947 Ford Woody Wagon
The Nicllo Company of Sacramento, CA

1948 Willys CJ2A
David Burg of Oroville, CA

Class P **American Manufacture** **1949 to 1969**

1966 Chevrolet Super Sport Convertible
Edd Altieri of Sacramento, CA

1949 Oldsmobile Super 88 Model
Jonathan Dattilio of Lincoln, CA

1957 Chevrolet Bel Air Sport Coupe
Steve Kramer of Shingle Springs, CA

Class PL **American Manufacture** **1949 to 1969, Luxury**

1956 Cadillac El Dorado Seville
Richard Colombero of Sacramento, CA

1954 Cadillac Series 62 Coupe de Ville
Jim Hearn of Folsom, CA

1962 Chrysler 300 Convertible
Doug Warrenner of Fair Oaks, CA

Class Q **Exotic Motor Cars**

2018 Porsche 911 GT2RS
Michael Boyd of Granite Bay, CA

2016 McLaren 570S
Jeremy Burr of El Dorado Hills, CA

2018 McLaren 720S
Glen Cramer of Sloughhouse, CA

2020 Arcimoto FUV
Kelly Kendle of Placerville, CA

2006 Lamborghini Murcielago Roadster
Allen Mohanna of Folsom, CA

Class T **American Sports Cars** **1953 to 1967**

1962 Chevrolet Corvette
Edd Altieri of Sacramento, CA

1959 Chevrolet Corvette
John Clemens of EL Dorado Hills, CA

1955 Chevrolet Corvette
Galen Klokkevold of Auburn, CA

1958 Chevrolet Corvette C1
Dan Quam of Roseville, CA

1962 Chevrolet Corvette
Scott Raskin of Ross, CA

1965 Chevrolet Corvette Convertible
Ken Ruthenberg of Gold River, CA

1962 Chevrolet Corvette
Cheryl Weigand of Orangevale, CA

Class TB **Thunderbird**

1957 Ford F-Series Thunderbird
Alan Biagi of Rodco, CA

1957 Ford Thunderbird
Deborah Clendenning of El Dorado Hills, CA

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

1953 Sunbeam Alpine
David Allen-Hughes of San Anselmo, CA

1955 Jaguar XK140 FHC/SE-MC
Geoffrey Horton of Sonora, CA

1949 Alfa Romeo 6 C 2500 SS Pinin Farina Cabriolet
Joe Hurich of Piedmont, CA

1954 Jaguar XK120
Greg Len of Roseville, CA

1935 MG NA Sports 4 Seater
Clark Mason of EL Dorado Hills, CA

Class V **Foreign Sports Cars 1957 to 1979** **Under \$5,000, Closed**

1963 Apollo 5000GT
Tom & Liz Davis of EL Dorado Hills, CA

1957 MG MGA Coupe
James Hagwood of Rocklin, CA

1973 Datsun 240Z
Robert Russell of Walnut Creek, CA

1968 Fiat Michelotti Shellete
Barbara Major of Newcastle, CA

Class VO **Foreign Sports Cars 1957 to 1979** **under \$5,000, Open**

1963 Austin Healey Mark 11 BJ7 3000
Randy Andorko of Elk Grove, CA

1959 Turner 950 Sports
Tony Blevins of Half Moon Bay, CA

1958 MG A Roadster
Don Davis of Gold River, CA

1961 Mercedes Benz 190SL
Mike Epperson of Aptos, CA

1965 Sunbeam Tiger
Ken Firch of Elk Grove, CA

1968 Morgan Plus Four Roadster
Susan Morgan of Folsom, CA

Class V356 **Porsche 356 Motor Cars**

1951 Porsche 356 Splitwindow Coupe
Steven Berggren of Rancho Murieta, CA

1957 Porsche 356A T-1 1600 Super Sunroof Coupe
Kurt Campbell of Sacramento, CA

1959 Porsche 356 Convertible D
Carolyn Hanley of Sacramento, CA

1957 Porsche 356 Cabriolet
Greg Len of Roseville, CA

1963 Porsche 356B Super 90
Kelly McGrath of Vacaville, CA

1964 Porsche 356C
Tom & Diane Roderrick of Sonoma, CA

1956 Porsche 356 Speedster
The Nicllo Company of Sacramento, CA

2021 ENTRIES

Class W Foreign Sports Cars 1957 to 1984 over \$5,000

1979 Porsche 911/930 Turbo
Mike Burns of Napa, CA

1974 BMW 3.0CS
Douglas Cook of Granite Bay, CA

1973 Porsche RSR
John McNamee of Rancho Murieta, CA

1984 Audi Sport Quattro
Curtis Popp of Sacramento, CA

1977 Lamborghini LP400 Countach Periscopio
Curtis Popp of Sacramento, CA

1977 Porsche 911
Al Price III of Sacramento, CA

1974 Porsche 911 Carrera
Al Price III of Sacramento, CA

Class Y Foreign Passenger Cars 1957 to 1979 under \$6,000

1964 Fiat 500D
Luigi Caminiti of Rancho Cordova, CA

1964 Volkswagen 21 Window Microbus
Jonathan Dattilio of Lincoln, CA

1973 Audi 100 Coupe S
Norm Walters of Sacramento, CA

1959 Mercedes Benz 220 S Sunroof Sedan
Bob West of Shingle Springs, CA

Class Z Foreign Passenger Cars 1957 to 1979 over \$6,000

1960 Mercedes Benz 220 SE
William Brooks of Santa Cruz, CA

1960 Mercedes Benz 220SE Cabriolet
Bob Buckter of San Francisco, CA

1971 Mercedes Benz 280SE Cabriolet 3.5
Bob Buckter of San Francisco, CA

1956 Rolls-Royce Silver Cloud I
Jack Talbott of Balboa Island, CA

Class VRC Vintage Race Cars

1970 Ford Historic T/A Boss 302 Mustang
David Acrell of Orangevale, CA

1965 Ford Mustang
Erik Bonney of Rocklin, CA

1962 Austin Healey 3000 BT7
Phil & Sue Foster of Meadow Vista, CA

1960 Lancia Flaminia Sport Competizione
Leif Neuman of Lincoln, CA

1969 Alfa Romeo 1750 GTAm
Steve Semenzato of Auburn, CA

1966 Shelby Trans Am Group II Mustang
Carl Stein of Carmichael, CA

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- 2004** 1966 Lincoln Continental
owned by William McCoy of Fair Oaks, California
- 2005** 1955 Mercedes Gullwing
owned by Tom Thornhill of San Rafael, California
- 2006** 1913 Pope Hartford
owned by Bill Gularte of Soledad, California
- 2007** 1934 Packard 1107 Phaeton
owned by Jay Moore of Lahaina, Hawaii
- 2008** 1933 Packard 1104 Coupe Roadster
owned by Robert Tiffin of Red Bay, Alabama
- 2009** 1947 Jaguar Mark IV Drophead
owned by Howard Clarke of Springfield, California
- 2010** 1933 Rolls Royce P II Continental
owned by Jay Moore of Lahaina, Hawaii
- 2011** 1936 Auburn Boattail Speedster
owned by Paul Petrovich of Sacramento, California
- 2012** 1957 Ford Skyliner
owned by Robert Tiffin of Red Bay, Alabama
- 2013** 1921 Duesenberg A Bender Coupe
owned by James Castle of Monterey, California
- 2014** 1952 Bentley Mark VI Mulliners of Birmingham
owned by Leon Garoyan of Davis, California
- 2015** 1957 Ford Skyliner
owned by Robert Tiffin of Red Bay, Alabama
- 2016** 1949 Delahaye Model 175 Saoutchik Coupe De Ville
owned by the Stephens Family of San Francisco, California
- 2017** 1933 Chrysler Imperial C.C. Sedan
owned by Lorenzo Nannini of Pine Grove, California
- 2018** 1928 Issotta-Franschini Tipo 8 Cabriolet
owned by The Academy of Art University Automobile Museum,
San Francisco, California
- 2019** 1935 Mercedes Benz 500K Cabriolet A
owned by The Academy of Art University Automobile Museum,
San Francisco, California

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BEST OF SHOW

2019



1935 MERCEDES BENZ 500K CABRIOLET A
THE ACADEMY OF ART UNIVERSITY AUTOMOBILE MUSEUM
SAN FRANCISCO, CALIFORNIA

SPECIALTY AWARD WINNERS

2019

THE CHAIRMAN'S AWARD *In Honor of George A. Moore*



1962 Cadillac Sedan de Ville
John Saras • Sacramento, California

MEGUIAR'S BEST FINISH AWARD



1939 Lincoln Zephyr
Markus Firmann • Lockeford, California

TONY DEARCOS AWARD



2015 Lamborghini Huracan
Salerno Motorsports • Rocklin, California

THE HONORARY JUDGES AWARD



1933 Chrysler Imperial CL C.C. Sedan
Larry Nannini • Pine Grove, California

RICHARD NIELLO SR.
FAVORITE PORSCHE AWARD



1959 Porsche 356 Convertible D
Steven Schneider • Aptos, California

THE MOST ELEGANT
MOTOR CAR AWARD



1930 Auburn 8 - 125A Delux Sedan
Randy Hastie • Fair Oaks, California

2019 SCCA
CHAMPIONSHIP AWARD



1933 Chrysler Imperial CL C.C Sedan
Larry Nannini • Pine Grove, California

OUTSTANDING
PORSCHE AWARD



1951 Porsche 356 Sauter Roadster
Phil White • Portola Valley, California

OUTSTANDING
BENTLEY AWARD



1927 Bentley Speed Vanden Plas
Joel Carash • Stockton, California

NIELLO
CONCOURS at SERRANO



CLASS AWARDS

2019

CLASS AO
*CCCA Approved Classics Open
1915 to 1948*



1935 Mercedes Benz 500K Cabriolet A
The Academy of Art University
Automobile Museum • San Francisco, California

CLASS B
*CCCA Approved Classics Closed
1915 to 1948*



1933 Chrysler Imperial CL C.C. Sedan
Larry Nannini • Pine Grove, California

CLASS B1
*Bentley Vintage
WO Bentley*



1927 Bentley Speed Vanden Plas
Joel Carash • Stockton, California

CLASS B6
*Bentley
1988 to present*



2010 Bentley Series 51 GTC
John & Patricia Grigsby • El Dorado Hills, California

CLASS B7
Bentley Coachbuilt



1955 Bentley Series 1
Hooper Coachwork
Clyde Cassidy • Fair Oaks, California

CLASS CV
Commercial Vehicles



1931 Ford Sedan
Delivery Model 79 B
James McCormack • Placerville, California

CLASS F
Muscle Cars



1968 Ford Shelby GT500KR
Larry Kay • Folsom, California

CLASS F2
*Ferrari
to 1974*



1972 Ferrari 365 GTC/4
Jim Bonney • Carmichael, California

CLASS F4
*Ferrari
1991 to present*



1997 Ferrari F355 GTS
Kevin Enderby • Redwood City, California

CLASS N
Vintage through 1948



1939 Lincoln Zephyr
Markus Firmann • Lockeford, California

CLASS P
American Manufacture
1949 to 1969



1957 Chevrolet Bel Air Sports Sedan
Constance & P Rodgers • Rescue, California

CLASS P1
Porsche 356 Closed



1964 Porsche 356 C
Tom & Diane Roderick • Sonoma, California

CLASS P1 O
Porsche 356 Open



1959 Porsche 356 Convertible D
Scott Schneider • Placerville, California

CLASS P2
Porsche 911
1965 to 1973



1972 Porsche 911 T Coupe
Donald Wenstrand • Denair, California

CLASS P3
Porsche 911
1974 to 1989



1974 Porsche 911 Carrera
Greg Pantelis • Carmel, California

CLASS P5
Porsche
1999 to present



2011 Porsche 911 GT3RS
Eric Henrikson • Folsom California

CLASS P7
Porsche 924 - 944



1985 Porsche 944
Tom Tyler • Sacramento, California

CLASS P8
Porsche 928



1990 Porsche 928 S4
Dan Rowland • Orangevale, California

CLASS P9
Porsche Boxer - Cayman



2009 Porsche Boxter
Andy Cole • Santa Rosa, California

CLASS PL
American Luxury
1949 to 1969



1953 Chrysler New Yorker Deluxe
Randy A Kunes • Fairfield, California

CLASS Q
Exotics



2005 Leaver GT
Jeff Leaver • Belmont, California

CLASS T
American Sports Cars
to 1962



1957 Ford Thunderbird
Deborah Clendenning • El Dorado Hills, California

CLASS T C2
Corvette
1963 to 1967



1967 Chevrolet 427 Tri-Power
Moseley Collins • El Dorado Hills, California

CLASS U
Foreign Sports
through 1956



1953 Nash Healey
Mike Phelps • Incline Village, Nevada

CLASS V
Foreign Sport
1957 to 1979, Under \$5k



1966 Volvo 1800's
Steven Cox • Chico, California

CLASS VO
Foreign Sport
1957 to 1979, Under \$5k



1963 Austin Healey BJ7 3000
Randolph Andorko • Elk Grove, California

CLASS VRC
Vintage Race Cars



Ford 3 Window Coupe Gentleman's Racer
James McCormack • Placerville, California

CLASS W
Foreign Sport Cars
1956 to 1979, Under \$5k



1967 Fiat Dino Spider
Gerry Mugele • Glen Ellen, California

CLASS Y
Foreign Passenger Cars
1956 to 1979, Under \$6k



1964 Volkswagen 21 Window
Jonathan Dattilio • Lincoln, California

CLASS Z
Foreign Passenger Cars
1957 to 1979, Over \$6k



1960 Rolls Royce Silver Cloud II
Dennis Phillips • Single Springs, California

We understand that the premise of a Concours is celebrating the motor car. But with this event we feel that it is really about the people that we meet and get to know along the way. Realizing how the automobile is such a huge part of people's lives; such as memories of a car in their past as they grew up. It really is true... "the car is the only thing that can take you from point A to B but also take you back in time".



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2022 Niello Concours Raduno Schedule

June 9, 2022

July 14, 2022

August 11, 2022

Visit www.ConcoursRaduno.com for more information

Evolution of the

BY JUDY BRAVO

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

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

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

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



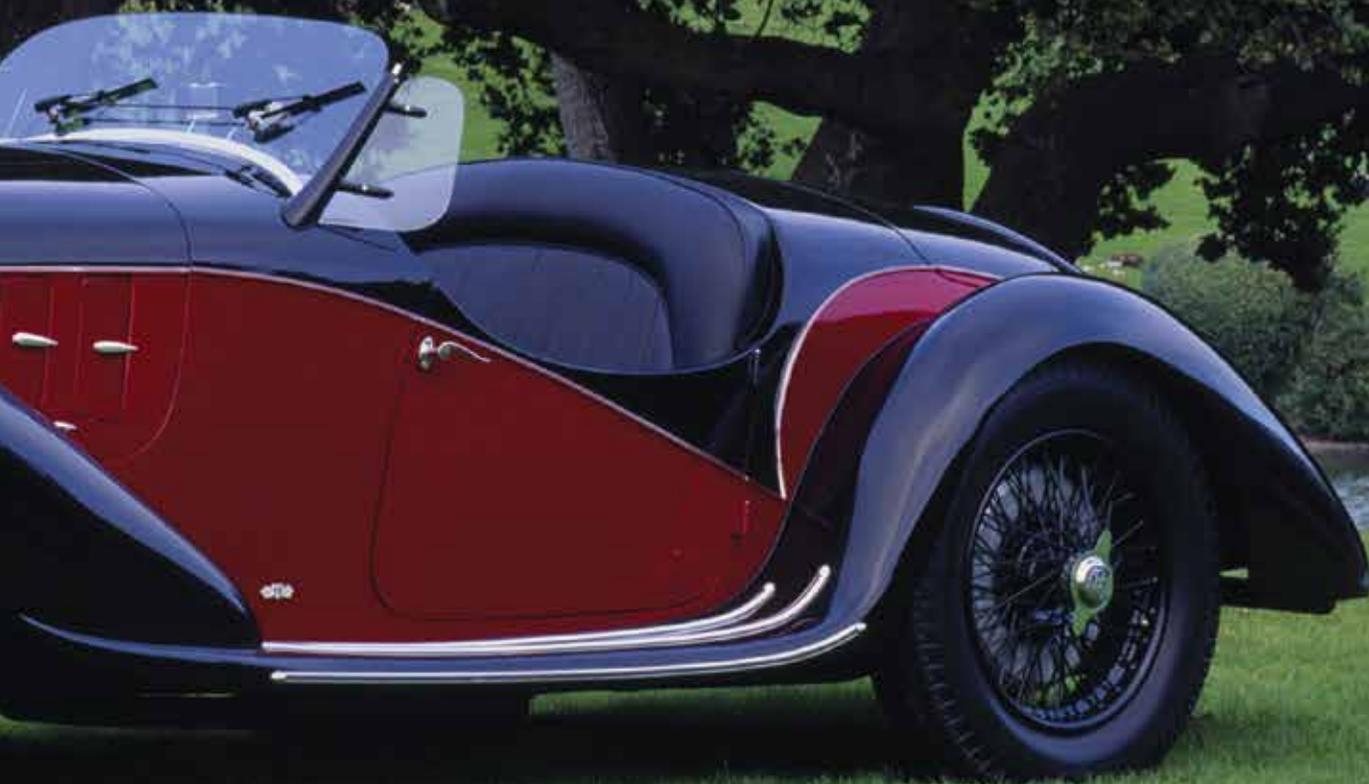
Concours d'Elegance

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

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

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

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



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