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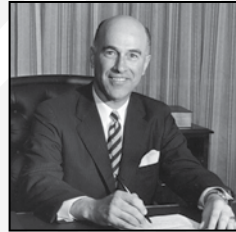
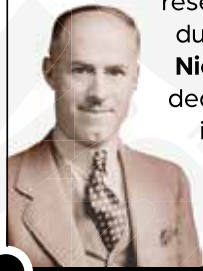


For The Niello Company, what started as a small independent Packard specialist and repair shop has turned into the region's only privately held dealership group spanning over nine of the world's finest automotive manufacturers. One constant throughout all this time has been our unyielding commitment 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.



• 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



• 1994

Niello Acura relocated to Madison Avenue



• 2001

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

• 1955

Niello Volkswagen established the company in downtown Sacramento



• 1969

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

Niello Volkswagen relocated to Arden Way



• 1984

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

• 1990

The Niello Company opened Niello Acura

• 1995

Rick Niello became President of The Niello Company



• 2002

Offering a quirky, unique alternative, Niello MINI opened in Sacramento



• 1956

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





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

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



2023

Porsche Sacramento coming soon

2022

Future home of Jaguar Land Rover Sacramento. Under construction on Auburn Blvd.

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



2017

Rick Niello recognized as the UCP Humanitarian of the Year

2018

Niello Volvo Cars Sacramento opened its newly remodeled dealership



Niello University Training Program Kicked Off

Driving What's Good for Over A Century

For over 100 years, The Niello Company has been committed to providing distinctive automotive products and exceptional service while treating our customers and employees with unyielding integrity.

Today we are the largest, privately owned dealer group in the region consisting of nine of the finest luxury automotive brands including Acura, Audi, BMW (two franchises), Jaguar (two franchises), Land Rover (two franchises), MINI, Porsche (two franchises), Volvo and Volkswagen. Since 1955, The Niello Company has been proud to call Sacramento home and looks forward to serving the community and continue providing automotive excellence for the next 100 years.

The Niello Company. Established in 1921.



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WELCOME from the Moore Family

We are pleased to present the fabulous collection of automobiles on display at this year's event as we celebrate the British Marques. The motor cars you will see on the green today represent an amazing array of nearly 110 years of automotive history!

Nineteen 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 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 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 on the concours green today.

Most importantly, we thank God for the strength He gives us and the miracles He performs for this event each and every year. Over and over again all the pieces fall into place and we know it is by His Hand that this happens.

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!

Cheers!

Brian & Michele Moore



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Jaguar Rocklin
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jaguarrocklin.niello.com

*Starting MSRP of \$99,900 for a 2022 e-tron GT Premium Plus with automatic transmission. Models shown are a 2022 e-tron GT Prestige with automatic transmission in Kemora Gray metallic with a starting MSRP of \$107,695 and a 2022 RS e-tron GT in Ascari Blue metallic with the Year One Package with a starting MSRP of \$160,845. Prices exclude \$1,045 destination fee, taxes, title, other options and dealer charges. Dealer sets actual price.

NIELLO CONCOURS at SERRANO

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WELCOME from Rick Niello

Welcome to the Niello Concours at Serrano!

Now in its eighteenth 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's theme is "Celebrating the British Marques", so The Niello Company is showcasing our Jaguar, Land Rover and MINI brands. These brands have served to define the landscape of the automotive industry by designing and producing some of the most collectible 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 two Jaguar Land Rover franchises and one MINI franchise in the Sacramento Region. For over 20 years we have had the privilege of offering the Jaguar, Land Rover and MINI products to those looking for something exhilarating and adventurous. I am thrilled to announce that The Niello Company will be opening an all-new Jaguar Land Rover dealership on Auburn Boulevard later this year. As you stroll the Concours today, be sure to visit the Jaguar, Land Rover and MINI display on the Concours patio.

Today on the grounds, we offer a multitude of automotive opportunities with over 200 motor cars on the green, spanning over 100 years, there will be an amazing array for you to enjoy. The Niello Company is proud to display on the green today two motorcars from our classic collection: a 1961 Jaguar XKE Roadster and 1935 Packard Twelve 1208 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

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*Starting at price shown is Manufacturer's Suggested Retail Price. Excludes destination/handling charge (\$1,175 for Range Rover Evoque and Discovery Sport, \$1,275 for Range Rover Velar, \$1,475 for New Range Rover, New Range Rover Sport, Discovery and Defender), tax, title, license, and retailer fees, all due at signing, and optional equipment. Base Manufacturer's Suggested Retail Price excludes destination/handling charge and may include optional equipment but excludes tax, title, license, and retailer fees, all due at signing. Total Manufacturer's Suggested Retail Price includes destination/handling charge and may include optional equipment but excludes tax, title, license, and retailer fees, all due at signing. Retailer price, terms and vehicle availability may vary. See your local authorized Land Rover Retailer for details.



WELCOME from Bill Parker

We are thrilled to invite you back again to the Niello Concours at Serrano for its 18th year. This year we are celebrating the British Marques at this exceptional event, that celebrates community as much as it celebrates the automobile.

Today, on the green, 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, Felicia Strati fashion show, 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 over 25 years, the team at Parker Development 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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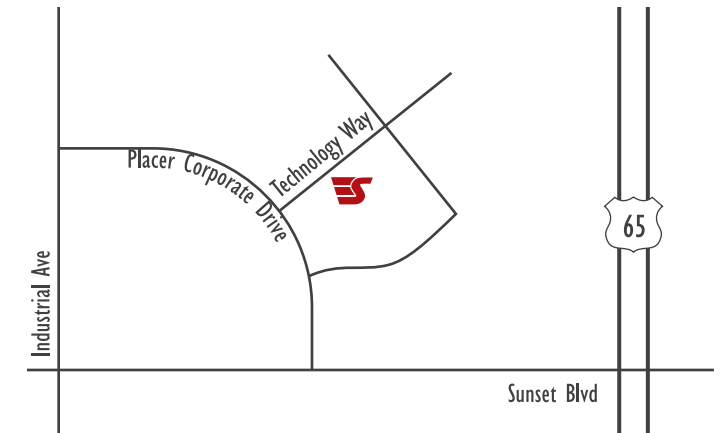
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HONORARY JUDGES
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HISTORICAL SIGNIFICANCE
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CHAIRMAN'S CHOICE
AWARD
In Honor of George A. Moore

FAVORITE PORSCHE
AWARD
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DEARCOS FAMILY
CHOICE AWARD
In Honor of Tony DeArcos

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Anchor, KCRA 3

PHIL MACDOUGALL

*President & Executive Director
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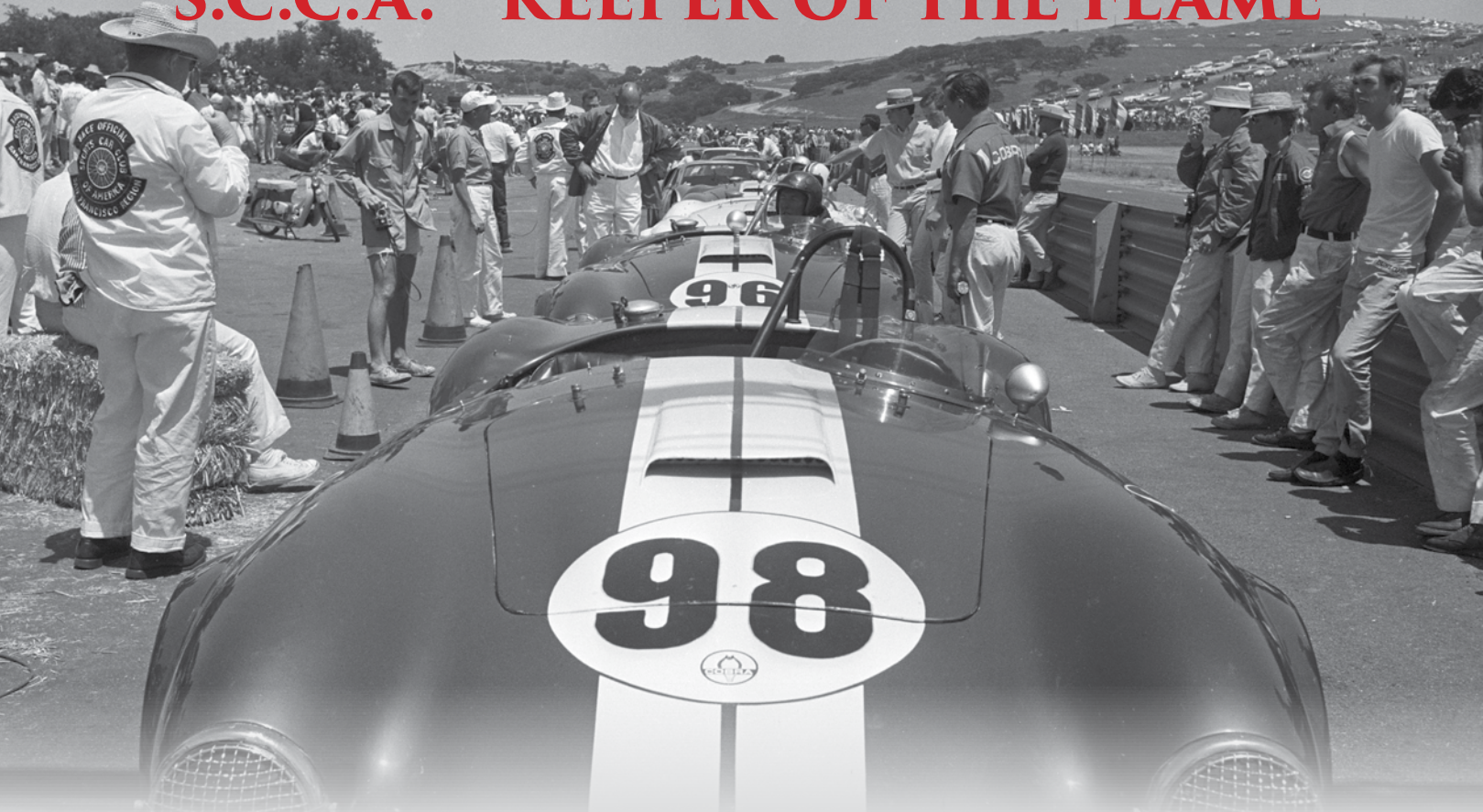


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1901 DURVEA FOUR-WHEELED PHAETON

The automobile featured on this page is proudly owned by Barry Meguiar and maintained with the highest quality Meguiar's products. Meguiar's Inc. was founded over a century ago in 1901 and has become the global leader in appearance care. Meguiar's is proud to offer the highest quality products and tools to serious car care enthusiasts.

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



The 18th 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, authenticity 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 manufacturer's 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.

The SCCA Championship Award will be presented today at the Niello Concours at Serrano to the owner of the automobile that has the greatest number of points for the 2022 concours season. Each automobile, upon entry into a SCCA Concours, will receive five points. For 1st in class five points, for 2nd in class three points, and for 3rd in class two points. The automobile that is chosen Best of Show will receive ten additional points. The automobile that has the greatest number of points at the end of the concours season will be declared the Concours Champion for that year. This automobile will be exempt from ever winning the SCCA Championship Award again, but may enter in all shows and be eligible to be a class winner.

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.

PLEASE NOTE: SCCA WILL ONLY JUDGE VEHICLES OF A MODEL YEAR PRIOR TO 1990



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Allard

A MAN & HIS MACHINE

Allard, much like Ferrari and Porsche, began as a phenomenon of the Automotive Renaissance—those exciting, innocent years immediately following World War II. All three marques were race-bred lines fostered by charismatic geniuses, and all three earned immediate respect on the road as well as on the track.

But while Ferrari and Porsche pursued engineering and aesthetic finesse approaching artwork, Sydney Allard's approach was the antithesis. His cars were pure utilitarian machines—crude products of a single-minded effort to harness brute torque and horsepower and most effectively apply it to the road.

The quality and finish on Allards were considered rough even in its heyday. Allard's engineering and workmanship were sometimes described as the fruits of an inspired blacksmith. The frame cross members were fabricated from used water pipe, and the bodies were finished with an almost begrudging use of paint. Paint, after all, was added weight that did nothing to further speed or performance. Sydney Allard was a racer, first and foremost. He got into commercial auto production mainly to provide a basis for his sports pursuits.

The first car to be officially called an "Allard" was the result of a marriage of an English Ford V-8 Coupe and a Grand Prix Bugatti body. This fusion of components was purposely built to compete in that most English of all automobile competitions, The Trials. The racer's trial and hill climb performance was so successful that Allard's friends soon prevailed upon him to build up to ten more copies before foreign hostilities put civilian auto production and motor sports on hold.

A less noted, but more significant Allard feature was the deDion rear end. This system, fabricated from light steel tubing and a Ford 'banjo' center section, gave the sporting and competition Allards a form of independent rear suspension ten years ahead of the competition.

Allard made fewer than 200 of the famous 'J' models, which comprise only 10% of their total nine years' production. Yet, the renown that they

earned on the track was legion on both sides of the Atlantic. The early 50's saw aluminum bodied Allards as consistent winners at Watkins Glen, Sebring, and Pebble Beach—frequently associated with such famous names as Bill Pollock, John Fitch, Maston Gregory, General Curtis LeMay, and Carroll Shelby. The strong Allard/Cobra family resemblance is more than just a coincidence.

Their track accomplishments aside, the Allard works were also a perennial Monte Carlo Rallye contestant. Mr. Allard, teamed with Tom Lush and Guy



Derived from the M 'drophead coupe', the Allard P1 was a hard-topped two-door saloon that broke with tradition for the marque. Although marketed as something of a gentleman's carriage, the Allard P1 couldn't disguise its competition roots, making it an appealing proposition for enthusiastic drivers. Sydney Allard drove one to victory in the 1952 Monte Carlo Rallye, making him the only person in the history of the event to win the event in a car.

Warburton, piloted a Ford powered P1 saloon to a first-place finish in the 1952 'Monte.' This mid-winter run from Glasgow to Monte Carlo was the first British win since Donald Healey's 1931 victory, and was the only time in history that the winning driver was also the manufacturer. This triumph might well have been the big break for this fledgling company, but publicity was eclipsed by the death of King George VI a few days later.

Although the racing budget was limited, the works entered two Cadillac powered 'JR' models in the 1953 LeMans. This campaign was pitifully under financed and plagued with problems from the onset. One car's engine was ruined in practice, and with no spares available, it had the makings of a single-entry endeavor. This crisis, however, was resolved by the overnight delivery of a new engine via a US Air Force

transport that just happened to be making a run from Michigan to a nearby air base in France.

So, the race began with one car driven by Mr. Allard, and the second by Zora Arkus-Duntov of subsequent Corvette fame who was then an Allard works employee. Honors for leading the first lap went to none other than Sydney himself, but that glory was short lived. His car was forced to retire two laps later. The second car continued another six hours before a seized engine ended its day.

That LeMans race was perhaps symbolic of the Allard marque—a hard charging combination of ingenuity and inspiration, running full-bore on a shoestring budget. One wonders where Allard might be today if blessed with the capital, engineering, and manufacturing resources necessary to keep pace with the maturing automotive environment of the mid 50's.

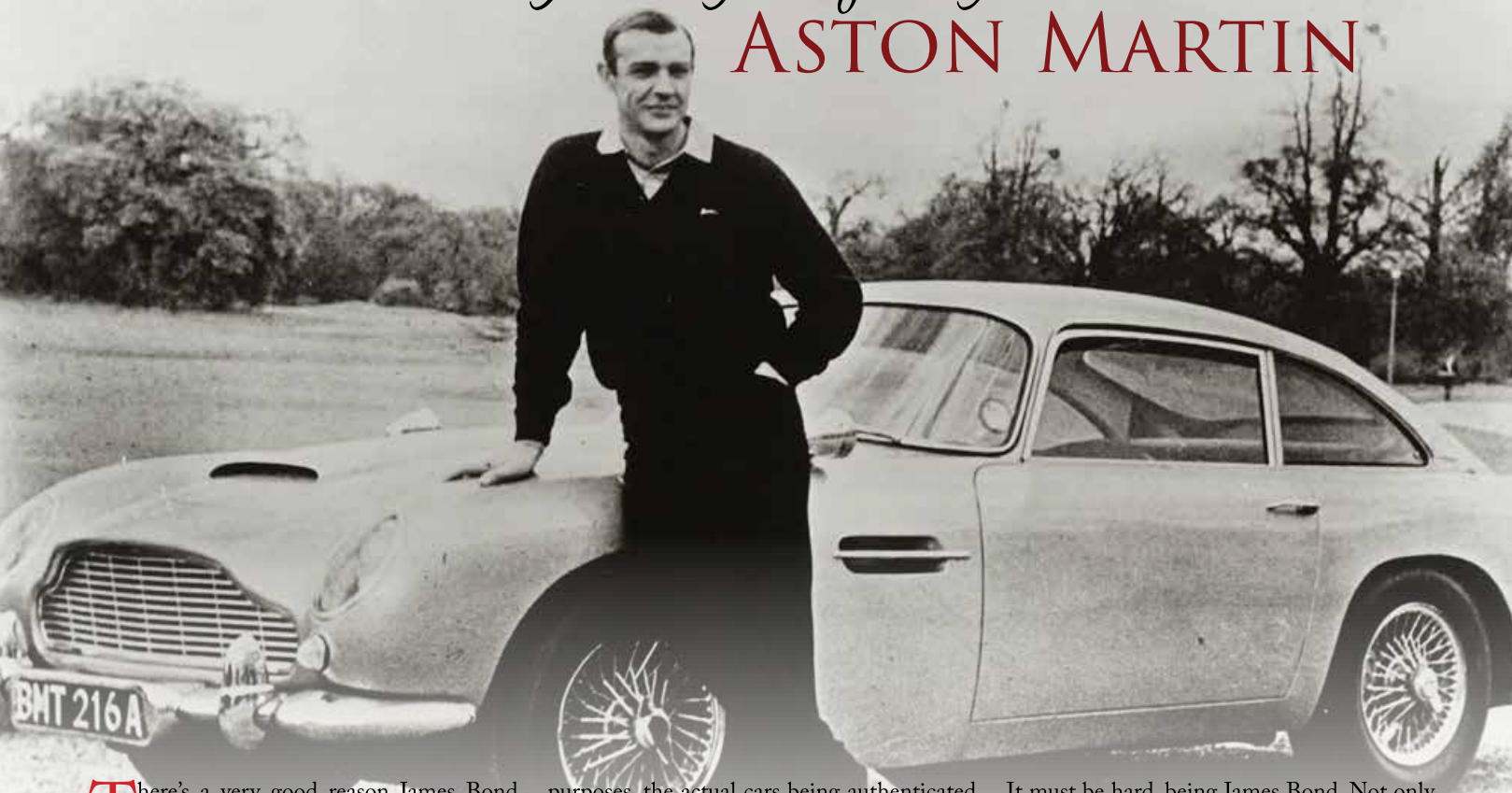
Mr. Allard continued to pursue his automotive interests for several years after commercial production ground to a halt in 1954. About 2,000

Allards were built in all. The exact number is in doubt.

The Allard Motor Co. would continue on as a manufacturer and marketer of performance equipment, and a limited number of Allardettes, modified English Fords were also built. On April 12, 1966 Sydney Allard died of cancer, and the same evening, a fire destroyed much of the factory's records. The building that the Allard factory once resided in still stands. A few years ago the British Government erected a plaque in front of it to commemorate its place in England's history.

We gratefully acknowledge the *Allard Register*, www.allardregister.org — for this profile.

The Enduring Mystique of ASTON MARTIN



There's a very good reason James Bond drives an Aston Martin. Quite simply, the two are veritable metaphors for one another: both take on the task at hand with unprecedented style and grace whether it be a hill or hoodlum. Both represent the coupling of action with elegance, prowess with speed. In the past, the two have fought hard to simply stay alive, with the story of Aston Martin's survival rivaling any Bond exploit. Miraculously, both prevail in 2022, seemingly only better with age. True, they have morphed through the years but both continue to exude that elusive combination of muscle and glamour found in their earlier prototypes.

The bonding between agent 007 and Astons began on screen with the silver DB5 that appeared in the 1964 movie *Goldfinger*. In the beginning, Aston Martin represented Bond's company car, a well-deserved job perk for one whose workdays are as arduous as his. However, by 1995 in *Golden Eye* the make had become his personal car as well.

The most famous model Aston emerging from the Bond series is the silver grey DB5 seen in many of the movies (new fans of the marque may not know the British industrialist David Brown gave his initials to the DB's when he owned the firm between 1947 and 1972). The Bond series has used a number of Aston Martins for both filming and publicity

purposes, the actual cars being authenticated by their chassis' numbers.

An Aston Martin need not have had a screen career to do well at auction. James Bond's iconic Aston Martin DB5 was sold at an RM Sotheby's auction in 2019 for a record-setting \$6.4 million—and he never even drove it. The car was one of a pair that were used to promote the 007 film *Thunderball*, but never appeared onscreen. Nevertheless, it was built to the same specifications as the cars that were featured in that film and *Goldfinger*, spy gadgets included.

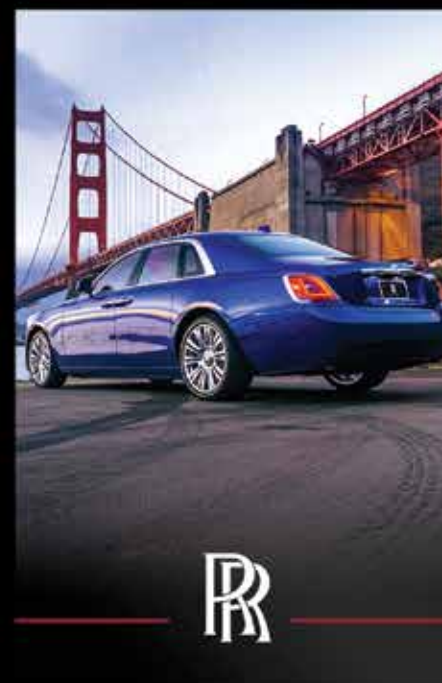
Fully restored, its extendable ramming bumpers, smokescreen, bulletproof shield and rotating license plates all function, although the machine gun barrels that emerge from the front marker lights do not fire. The car was previously sold in 2006 for \$2.09 million, and this winning bid is now the highest price ever paid for a DB5. In 2010, one of the cars that was actually used in both films sold for \$4.6 million. The other disappeared in the late 1990s from a secure hangar at Boca Raton Airport in Florida. Now, some 25 years later, the long-lost grand tourer has been found in a "private setting" in the Middle East. An anonymous authenticator confirmed the vehicle was the original by the chassis No. DP216/1.

It must be hard, being James Bond. Not only does he have to worry about secret plots and supervillains, but there's also the dilemma of what to drive. The latest film in the Bond series, *No Time to Die*, was packed with Aston Martins, requiring 007 to make a choice of which one to drive, and when. There's the classic DB5, now avec miniguns, a DBS, the flagship of the Aston Martin range (driven by 00 agent Nomi), as well as a V8 Saloon. That makes three, but in fact *NTD* also features one of Aston Martin's newest products, the Valhalla—its revolutionary mid-engined sports car, developed in conjunction with legendary F1 aerodynamicist Adrian Newey.

Bond's models are not the only ones of this exclusive marque with fascinating sagas: so, it goes with Aston Martins. Every one of them has its own story. This phenomenon contributes to the marque's mystique. Usually, Aston Martin owners are only too happy to relate their own vehicles' narratives. That owner has been allowed to play a part in its tale for a while. Usually, former Aston owners admit to only one regret: that they ever sold their automobiles. They surmise that if Don Knott's character Barney Fife had driven an Aston Martin as Andy Griffith's deputy sheriff in *Mayberry*, he might have been another James Bond.

BY JUDYTH BRAVO

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ASTON MARTIN AND ITS RACE FOR SURVIVAL

BY JUDYTH BRAVO

The history of this British marque's production is inextricably connected to the one of its racing, and is as convoluted and circuitous as any course ever encountered. Not surprisingly, during its 109 years of existence, Aston Martin's major players have always been besotted with speed, not simply turning a profit. The strong racing link began with its appellation being a combination of one of its founders' names, Lionel Martin, and that of a famous hill climb competition at Aston in England. In 1913 Martin and his business partner Robert Bamford built the first Aston Martin so Martin could drive it in the fabled race. That first car was actually a 1908 model Sotta-Frashini fitted with a four-cylinder Coventry Simplex engine. After savoring success, the pair acquired property in Kensington for their own plant, producing their first car in 1915. In 1914, during World War I, Martin joined the Royal Navy, Bamford entered the Army Service Corps, and Sopwith Aviation purchased their equipment. Chapter one ended.

After the War Martin and Bamford were off to a fresh start with a new design for the marque. Here the story picks up speed: when Bamford left in 1920, the fabled playboy engineer, Count Louis Zborowski revitalized the company with fresh capital. In 1922 Bamford and Martin reconnected in order to compete in the French Grand Prix. Although their cars set world speed and endurance records at Brooklands, the first racetrack built exclusively for automobiles, the firm went bankrupt in 1924.

Then entered one Lady Charnwood who purchased the company's leftovers, and in true British drama tradition, placed her son Jon Benson on its Board. The firm failed again in 1925; however, production did not cease until Lionel Martin left the building in the following year. Chapter two closes. Months later Lady Charnwood reentered the scene with some wealthy investors, seizing control of the firm, renaming it Aston Martin Motors, and moving it into a former Citroen plant in Feltham. With Augusto Bertelli as its chief designer, the Aston Martin 20 International was raced successfully in 1929 followed by the Lemans and the Ulster models. Financial problems were again in hot pursuit, and an L. Prideaux Brune funded the firm for a year before passing the torch to Sir Arthur Sutherland. In 1936 the company resolved to concentrate its energy on the production of road cars. At the beginning of World War II a total of seven hundred Astons had been built since 1913. The factory turned its attention to aircraft parts production to aid in the War effort. Chapter three concludes.

In 1947 Sir David Brown, managing director of the eponymous David Brown Limited, purchased both Aston Martin and the Lagonda marques, combining their resources and workshops. With the acquisition of the Tickford Coach building Company,

Brown began production of the series of Astons bearing his own "DB" initials. He had a passion for high-powered sports cars and a determination to bring glory to the marque on the racetrack. The Golden Age of Astons had begun.

In 1950 the company announced the DB2, then the DB3 in 1951, the first production car to feature disc brakes. Too heavy for racing purposes, it remained the marque's production model. The Aston Martin DBR1 was a sports racing car produced in 1956, intended for the World Sport Car Championship. As the victor in the 1959 Twenty-Four Hours of Le Mans, it secured a racing pedigree for the marque. Actually throughout the 1950's Aston enjoyed phenomenal success racing the DBR1/300, the DBR3 and the DB4.

Regrettably, the rising costs of racing forced the marque to withdraw from the track in 1963 to concentrate on its production cars. When the new four-liter DB5 debuted in the same year, Brown made it the most sought after car in the world by garnering it a role in James Bond's *Goldfinger*. Despite these accolades Aston Martin was once again beset with financial problems in 1972 and sold to MBE, a Birmingham-based consortium owned by William Wilson. In 1975 North American businessman Peter Sprague and George Minden purchased the company, pushing it into modernization with the V8 Vantage in 1977, then the convertible Volante in 1978, followed by the Bulldog, a one-off model designed by William Towns who also styled the V8 Lagonda Salon. By 1980 sales had dwindled and chairman of the board Alan Curtis was in an agreement with Sprague and Minden to curtail production to concentrate on Aston Martin service and restoration.

Chapter four was closing the door when Curtis connected with Victor Gauntlet at the 1980 Pace sponsored Sterling Moss Day at Brands Hatch Race Track. Representing Pace Petroleum, Gauntlet purchased 10% of the beleaguered marque for 500,000 pounds with friend Tim Hearley of CH Industries matching with a similar share.

Then in a major move in 1981, Pace and CHI took control of the firm as joint 50/50 owners. Not to be thrown down, Gauntlet became both Executive Chairman and Head of Sales. Soon the new team received great publicity when the new Aston Martin Lagonda became the world's fastest four-seater production car and sold well in the Persian Gulf States. Once again the new road taken by the famous marque was not a smooth and easy one: as the petroleum market tightened, Gauntlet sold Pace to the

Kuwait Investment office, and his share of Aston Martin to shipping tycoon Phillip Livanos through a joint venture with Nick and John Papanicolous of ALL Inc. Before the paint dried on the new firm's signs, George Livanos, Phillip's father, had bought out the Papanicolouses, and once again Gauntlet became a 25% shareholder of Aston Martin which was valued in 1984 at 2,000,000 British pounds and had just produced its ten thousandth automobile.

In a series of moves straight out of Hollywood, Gauntlet revitalized the marque once more by firing sixty factory workers, purchasing a share of Zagato, the Italian styling house, in order to resurrect its work with Astons, and reconnecting with the Bond series for the movie *The Living Daylight* by lending his own vantage for filming purposes.

Gauntlet was even offered the role of a KGB colonel in the film, graciously declining due to his packed schedule. In his date book was a weekend at the home of Contessa Maggi, wife of the founder of the famous Mille Miglia competition. Another guest for the race weekend was Walter Hayes, VP of Ford in Europe. Fast forward: Ford becomes a shareholder in the firm, and in 1988 the Virage, the first new Aston in twenty years rolled off the assembly line. A new chapter opens.

Gauntlet's real agenda for Aston was to get it back onto the race circuit, while Ford's was to launch the new Volante model. Plans for a new small Aston DB7 required a concerted engineering effort, and full control of Aston Martin went to Ford with Gauntlet left handing over the keys to Hayes in 1991.

Yet another chapter began as Ford placed Aston in its Premier Automotive Group and ramped up its production, introducing the Vantage in 1992, and reviving the DB series with the DB7 in 1993. In 2002, with the production of the 6,000th DB7, Aston exceeded its production for all previous DB Models. The series had received boosts from the V12 Vantage model in 1999 and the introduction of the V12 Vanquish engine in 2001. With the opening of the Gaydon Factory in 2003, Aston celebrated having its first purpose-built factory in its history. In tradition true to its form, Aston announced it would return to motor racing in 2005 with a whole new division called simply Aston Martin Racing to manage a DBR9 program. The resultant racecar competes in the GT class races, including the world famous Twenty Four Hours of Le Mans.

Continued on next page





Building such an exclusive hand-crafted work of art is a challenging task that frequently does not show much of a return, if any profit. Greatness comes at a price and unfortunately, in 2020, the marque faced bankruptcy for the eighth time in her history. Serendipitously, a savior emerged; Canadian investor Lawrence Stroll threw down a UK£182 million investment that gave him a 16.7% ownership of Aston Martin. Over time, Mr. Stroll increased his investment to the point where he now owns 25% of Aston Martin along with Daimler Benz who also own about 2.6%. Several other Middle Eastern investors control the remaining shares of the company (with none having a major share). Thus, the leadership of Aston Martin is now Mr. Stroll as Chairman and Mr. Tobias Moers of Mercedes-AMG as CEO. The corporate ship appears to have steady hands at the helm. Time to get back to the building of high performance works of fire breathing art.

Fortunately, the new captain presented a brilliant plan that preserved all the best of Aston Martin while molding her to address the needs of an ever-changing market.

Under new leadership, Aston Martin is now engaged in the business of creating automobiles that capture the hearts and minds of a new generation who cannot help but desire to own one. While the price of ownership remains dear, the variety of models has grown to the extent that many different types of buyers can now acquire an Aston Martin. New models include their first SUV, the DBX, the incomparable DB11 four-seat grand tourer, the sporty level Vantage, the canyon carving DBS which combines luxury and performance and the racetrack slaying Valkyrie.

This new leadership remains true to the tradition of building automobiles with alluring design, thrilling performance and sheer desirability which can assure fans that the future of Aston Martin looks to entertain and thrill several generations to come. Enthusiasts around the globe seem to be enchanted and amazed by the mystique of this marque. Pundits can only opine as to what the future holds, but they can bet with confidence that Aston Martin has lived to race another day.

Drivers, start your engines!

ON THE GREEN TODAY

1954 ASTON MARTIN DB2/4 DROPHEAD COUPE
Owned by Michael Stone of Kingston, Washington



The 1954 Aston Martin DB2/4 on the green today at the Niello Concours at Serrano is one of 102 DHCs (convertibles) ever produced.

These aluminum bodied models were from Mulliners of Birmingham and they were

assembled in the Aston Martin factory in Feltham, England. Although the Feltham factory was Aston Martin's post-war HQ for little more than a decade, some of the most important cars in the marque's history came to life there.

This car's history is about the characters who owned it. Fourth and current owner Michael Stone purchased the car in "barn find" condition from John Sodder who lived in a nearby community. Old John was an interesting character. His storytelling came complete with the raspy voice and deliberate movements of a man used to telling "I remember when"

tales from a front porch rocking chair. Before restoration the car showed evidence of its most enduring story involving his wife and a gun, thus the nickname "The Bullet Hole Aston."

The story goes that Old John's wife fired a revolver at him while he was backing out of the driveway in the Aston after a heated argument. The bullet passed through the windscreen (British for windshield), narrowly missing his head, passing over his right shoulder, and exiting the rear fender. He consequently broke the front stub axle "driving in a hurry" to get away. After that, John stored the car in his wooden shed in Snohomish, WA where it suffered the effects of bird nests and rodent infestation but the body was in great shape. It stayed there until Michael and his father-in-law, Bill Clysdale rescued it six years later in 1982.

The negotiation started with John claiming that he knew the car was worth "more than twice what you could afford to pay for it." But over the course of more storytelling and several toasts of Jack Daniels, he finally admitted he'd be lucky to "find someone else foolish enough to buy it before I pass on." And so, the deal was done. For \$3,500, with 132,232 miles on the clock, the Aston became Michael's 29 year project.

Michael and Bill disassembled the car and had the heads rebuilt. Other priorities intervened and the car languished until Mike bought out Bill's share in 2003 and began restoring the car in earnest over the next eight years. It now sports an impeccable restoration and this one is not a garage queen; it gets driven, just as a car should be. What a story!

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A Tale of Two Astons

AND THE BROTHERS WHO OWNED THEM

In 1963 Russell “Parker” Taft, decided to celebrate his ten-year anniversary of practicing law with the purchase of a car for he and his wife Betty. Coupled with the fact that his “pushbutton” Chrysler 300 sedan was on its last legs, he was a motivated buyer. Such a car must say “success” without being ostentatious.

While attending a CHP seminar, an officer asserted that “American cars do better in crashes than foreign cars, you only need to look in a junk yard to see the results.” Parker went to see Bob Kukuruzas at Bob’s Tow in Vallejo, to investigate.

While there he found a 1957 Aston Martin DB2/4 MkII. A car that even had room for kids! Parker, never having ever heard of an Aston Martin, was informed by his brother Frank who accompanied him, that, “This is a very desirable car, it’s the marque used by a fictitious spy named James Bond.” That was good enough for Parker! Even though the car was not for sale, as it had been stolen, recovered and awaiting disposition by the insurance company, our two plucky heroes, Parker and Frank got a battery and some fuel, fired it up, and brought it home anyway! Upon seeing it, Parker’s wife Betty politely insisted that, as their Chrysler was on its last gasp, perhaps he should set his sights on a car that didn’t need so much work: a tree had fallen on the hood, it needed a windshield and although it ran, it needed work on the interior, motor and transmission. So, they returned it to the tow company, and there it sat.

Meanwhile the brothers did some legal work for the owner of British Motors in Vallejo, Larry Albedi. Parker set up their corporation, and was given the title of VP. They mentioned the tow yard Aston to Larry, who told Parker that he knew of another Aston, one that was a black 1959 DB2/4 MkIII, very similar, but a “drop head coupe” (British for convertible). At the time it was offered for \$2,500 but Parker had only \$2,000. He called his friend, the manager of the Mechanics Bank, and asked if they would honor the check if written for the purchase price. The

manager said, “Yes, just come by to take pictures of the car to use as collateral.” Parker went to San Francisco, and bought it (at this time, a house cost around \$5,000.) When he brought the car back to the bank, the manager was so impressed, that he suggested that Parker not make the payments (remember, it was used for collateral!) It was Parker’s daily driver for 20 years.

About a year later, Parker received a call asking, “Are you still interested in that old Aston Martin?” as it was soon to be auctioned. Parker told Frank, but Frank was a little short on cash, so he didn’t bother going to the auction. But neither did anybody else!

The tow company called Frank and asked, “You want that car?” Frank replied, “Yes, but I don’t have a lot of cash.” “You can have it by bidding \$10, and paying the \$200 storage fee. I’ll spot you the \$10, but you gotta pay the storage fees, and you gotta take it today!” “Hold on,” said Frank, and he ran down to the bar below their office, and asked the owner, “How much in the till?” “About \$200.” “Great, can I borrow it?” “Sure” he ran back upstairs to the phone, “I got the \$200, I’ll be right there!”

The next day, Frank received a call from the insurance company, “Are you Mr. Taft?” “Yes.” “Did you buy an Aston Martin yesterday at an auction?” “Yes.” “Well, Mr. Taft, there’s been a terrible mistake, and the car shouldn’t have been sold. We’re prepared to offer you what you paid for the car, plus \$500 for your trouble.” “Sorry, the car’s not for sale,” and Frank hung-up. About a week later, a check for \$1,500 arrived in the mail, with a note, “Dear Mr. Taft, Enclosed is a check. The car shouldn’t have been sold. Please return the car.” Frank wrote across the check, “No Thank You” and sent it back.

After several months of work, a couple of favors from some body shops, and a windshield from a junked Studebaker, the car was a driver, and although not restored, it looked pretty good!

The brothers, Parker and Frank enjoyed driving the Astons and showing them on occasion. They enjoyed parking them in front of their law offices in Vallejo. Years passed, and Frank decided he wanted to give his car a better restoration, and maybe enter his Aston in a car show. Finally, in 1976, the car was ready to show. Frank, knowing full well that he wouldn’t win anything at the car show, being his daily driver, said to his nephew Russ who had helped restore the car, “If we win a trophy, I’ll let you take it to the Vallejo High School Prom!” Well, he won 3rd! Russ found out, to his horror that the prom was not in the Vallejo High School gym, but in San Francisco at the newly opened Hyatt Regency!!

Parker was put in an awkward position: he couldn’t let his son Russ take an Aston, and leave his other son (Russ’s twin brother) Bob without one, when one was available, now could he? He went to talk to Frank who insisted that a deal’s a deal, and he can’t go back on his word. So, Bob and Russ were allowed to drive the two Astons to their senior prom in a rare lack of judgment by the two attorneys.

In 1982 Parker’s mechanic had dire news, the head gasket blew, and the cylinder liners were toast. The block had to be machined. Then to add to the disaster, when this was done the machinist had inadvertently put a .008” taper from front to back of the block. The cylinder liners were meant to sit .003” proud, to compress the head gasket. This meant that the cylinder liners could not be installed. The mechanic had also said he had no Idea how to fix it. The block went to machine shop after machine shop to find someone to remove the taper, and no one would touch it.

Parker’s Aston sat for almost thirty years. Meanwhile Frank’s Aston enjoyed the limelight as it was shown in several shows so it was pampered, repainted to its original 2-tone colors, had its motor rebuilt and ultimately was driven to Monterey in 2013 for Car Week.

Even though his Aston was not up for it, Parker decided to attend, at the insistence of his brother and sons. During the



week’s activities they went to an Aston Martin event and sitting at Parker and Frank’s table was Mike Green. After talking they discovered that Frank’s MkII was the very car that brought Mike home from the hospital after his birth.

Mike, a skilled British car mechanic and racer, said that he could fix Parker’s motor! So, the family set out to find all of the parts which had been spread around numerous places including Parker’s home, various automotive facilities and off of Frank’s MkII. The goal was to have the car running by Car Week 2014! This was truly a family project.

Russ took on the role of “project manager” and coordinated with all of the sub-contractors, and box after box of MkII parts were brought to West Coast British.

The paint was a problem too. It had sat, largely untouched, in the body shop for a year. There were dings and small dents as well as cracking in the original paint. A friend of Bob’s, Troy Ornelas, came by to look at the car and asked if he could paint it. Everyone got into the act stripping chrome and insignia from the car, sanding the body, delivering interior components to the upholsterer and sending the badly cracked steering wheel to Oregon to be repaired.

The team kept working, they were getting close. Too close. With only days to go, Parker, Frank and even Mike started to lower their expectations. “Maybe we can just trailer it down, and park it.”

When it became clear that there would be no time to put the car together at home before Monterey, Mike let the team start assembling it in his shop, while he and his son worked on the motor. But not only the motor. Because the car had been sitting for so long, almost every mechanical system needed attention. There were many late and all-nighters leading up to the 14th of August. It seemed like every time one thing got done, something would break, get lost or go wrong. Friday before Monterey, the car had no chrome, lights, battery, driveshaft, rear motor mount, exhaust system radiator, distributor, spark plugs or wires, oil filter, or interior, the new brakes were leaking and the new clutch didn’t work.

Russ kept pushing, “We have got to get it going!” On August 10th, it was discovered that the car had a full tank of 20-year-old gas! Several hours were spent draining, rinsing, refilling, repeat! After a marathon couple of days, the car was started for the first time since the 1980’s on August 12th 2014. It was trailered to Monterey and driven for the first time as a completed car since it was new.

Both cars continued to be driven to car shows and used for special occasions. Sadly, Parker passed away in January of 2018, but his last years were full of great memories in his Aston.

BY BOB AND RUSS TAFT

BENTLEY

Proof Persistence Has Rewards

BY JUDYTH BRAVO

Take a few moments, close your eyes and give the brand Bentley some thought. What comes to mind? Better yet—how do you feel? Undeniably, Bentley continues to be one of those rare marques that compels us to maintain deep, desirous feelings, not just clinical thoughts. Feelings like longing or passion come to mind most quickly. Very few brands have the power to stir this level and constancy of emotion from so many people—be it Genteel British Traditionalists or Young American Millennials. The name Bentley evokes powerful images of speed and luxury along with the profound pleasure of touching the work of some of the world's finest hand craftsmen and a well-earned legacy of global status and respect. Starting its second century of operation, Bentley continues to evolve, while carefully remaining true to its rich heritage. You may ponder: How did this come about? Let's enjoy a brief history lesson...

Nothing, whether it be man, beast or automobile brand, achieves the century mark without numerous tales to tell so let's start at the beginning. Like all automobile marques that originate race cars, Bentley's inception can be traced to the requisite "speed demon": in this case, one Walter Owen Bentley, a brilliant engineer, but, not much of a businessman. In 1912, W. O. (as he liked to be called) was keen on gasoline engines and began toying with race cars.

With the arrival of WWI, the young engineer's focus shifted to airplane engines; but when the Armistice of 1918 arrived, W.O. was able, with his brother Horace's help, to establish Bentley Motors in Cricklewood, North London. Those first cars reflected W.O.'s belief that the brand should be reliable enough to be a daily driver but fast enough to compete on the racetrack, a concept that Bentley would keep.

Emboldened by the success of those 3.0 litre race cars, W.O. saw the track as a sales tool. Bentley racers won the 24 Hours of LeMans in 1924, 1927, 1928, 1929 and 1930. Sadly, those wins did not pay the bills. W.O. approached Woolf "Babe" Barnato, one of his so called "Bentley Boys" and heir to the Kimberly Diamond Mines fortune, for a cash infusion. A proficient race car driver himself, Barnato would not be a "silent" partner. He master-minded a 4 1/2 litre engine he'd campaign to victory at LeMans in 1928 which would eventually become the super-charged "Blower Bentley".

Then in 1929, with the company showing its first profit, along came the Great Depression. Barnato insisted on an attempt to compete with Rolls-Royce, an event that proved to be a fiasco and pummeled Bentley into bankruptcy. With an abrupt twist of fate, Rolls-Royce

was able to purchase Bentley Motors and W.O. would become simply a test driver, banned permanently from engineering. Then in 1933 the Bentley 3 1/2 Litre was introduced and became a success both in sales and in racing.

The advent of WWII would cause Rolls-Royce to focus on the production of aircraft engines and precipitate a new factory in Crewe, England. Postwar, Rolls-Royce decided to make Bentleys smaller to make both marques' parts compatible. Then 1952 brought the arrival of the Bentley R-Type Continental, a 120-mph beauty that was a true high-performance tourer. Whether this debut marked the end of the beginning or the beginning of the end, by 1965 Bentley's T Series had morphed into Rolls-Royce Shadow replicas. The "sporting" swagger was gone.

So it went until 1980 when Rolls-Royce was acquired by Vickers, a British engineering firm, and feeble but legitimate attempts were made to revive the iconic Bentley image. By 1998, as the twenty-first century approached, Vickers was happy to turn the keys to the Rolls-Royce-Bentley conglomerate over to Volkswagen.

Naysayers predicted doom, yet, actually, it was a good time to acquire Bentley. The 2003 Continental GT would become the first VW era Bentley, and was hailed by experts as the first truly outstanding Bentley since the classic Type R Continental. The Crewe factory itself underwent dramatic changes also with fresh paint and modern technology bringing in new energy.

Of course, there will never be smooth sailing for any luxury automobile marque, but with its leather seats still hand-stitched and its wooden panels still hand-sanded, Bentley is once again being appreciated for its own rich heritage and eagerly awaits a new generation of proud owners. Go, Bentley!



Two things we love

CLYDE CASSADY & HIS 1955 BENTLEY SPORTS SALOON

There has never been anyone quite as interesting to us in the car world as our friend Clyde Cassady. Brian first heard of Clyde while reading a *Road & Track* article about a Rolls-Royce Silver Shadow that was modified into a Shooting Brake (station wagon). When he learned that Clyde lived in nearby Fair Oaks, he set out to meet him and they became fast friends. Cassady was a Bentley & Rolls-Royce enthusiast who was not interested in 100% original cars, he preferred something different. If that different did not exist, he would simply create it himself. Clyde saw British limousine's more as a blank canvas, something to create something beautiful from, and create he did.

He loved the British Marques and the 1955 Bentley Sports Saloon on the green today was a prize in his collection. This glamorous sedan throws admirers by using the word "sports" in its impressive title. The only thing sporting about this big, beautiful four-door sedan is its attitude. Like its owner of forty-two years, she's all about having fun, and fun she has had.

She even has a fun nickname, "Emily," who was the grandmother of her first owners, the Tucker family of St. Mary Bourne, Hampshire, England. The family's matriarch was the principal lacemaker for Queen Victoria's wedding gown.

Interesting and gorgeous, Emily attracts other gorgeous girls like fluff — they all want to ride with her to special events. One of her more notable passengers was Sophia Loren who, upon deplaning the Coty Perfume Lear jet in San Francisco, immediately recognized from an entourage of luxury limousines what, as she put it, "Simply had to be the car for me!" She was whisked about town as the virtually inseparable duo attended a rush of cocktail parties, news conferences, breakfasts and dinners as part the campaign of her eponymous 'Sophia' fragrance.

Clyde left his earthbound family, joining Hermi, the love of his life for sixty-eight years, in 2019. Clyde has passed this Bentley on to his son Dave who is showing it today at the Niello Concours at Serrano.

Always well regarded in the Bentley and Rolls-Royce Owners Clubs and a supporter of this concours, but mostly because of his love of all things British, we couldn't think of a better person to celebrate at this year's event, cheers to you Clyde!



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ON THE GREEN TODAY

1937 BENTLY 3 1/2 LITRE SPORTS SALOON BY PARK WARD

Owned by Richard Howitt of Davis, California



The 1937 Bentley Park Ward owned by Richard Howitt on the green today at the Niello Concours at Serrano has been in his family for the past fifty-eight years. Richard inherited the car from his father in England who bought it in 1964 from a family friend for a mere \$600!

The car's low mileage is due to the fact that it was in storage, on blocks, for the entire duration of World War II. Richard's mother was friends with Mr. Hawe's daughter and remembers going out in the Bentley on the night that victory was declared in Europe, permitting them to turn on the big headlights for the first time in years. What a memory!

In 1975 Richard imported the car to California from across the pond where he enjoyed it as an occasional driver for many years. The problem was it had been parked in a leaky barn in England for some time, rust had gotten into the base of the doors, sunshine roof and other places on the body.

The car has undergone a restoration of the metalwork, paint, and interior over the past fifteen years by Lee's Vintage Auto shop in West Sacramento all with an effort to maintain as much of the original aspects of the car as possible. Richard feels that the small dings and scratches on the radiator and shutters are all part of the history car.

Richard and his wife look forward to passing the Bentley on to their children someday, their grandsons are the fourth-generation to climb behind the wheel, although they are much too young to drive. As we all know, in the blink of an eye, that will change.

The car is unusual in that it is a 1937 3 1/2-litre, rather than the 4 1/4-litre which was standard that year and preceded the very last 3 1/2-litre ever made. The story goes that the original owner, Helen Hawe's husband thought she drove too fast and wanted a less powerful car for her. Hence, he decided that he would give her a 3 1/2 rather than a 4 1/4 model.



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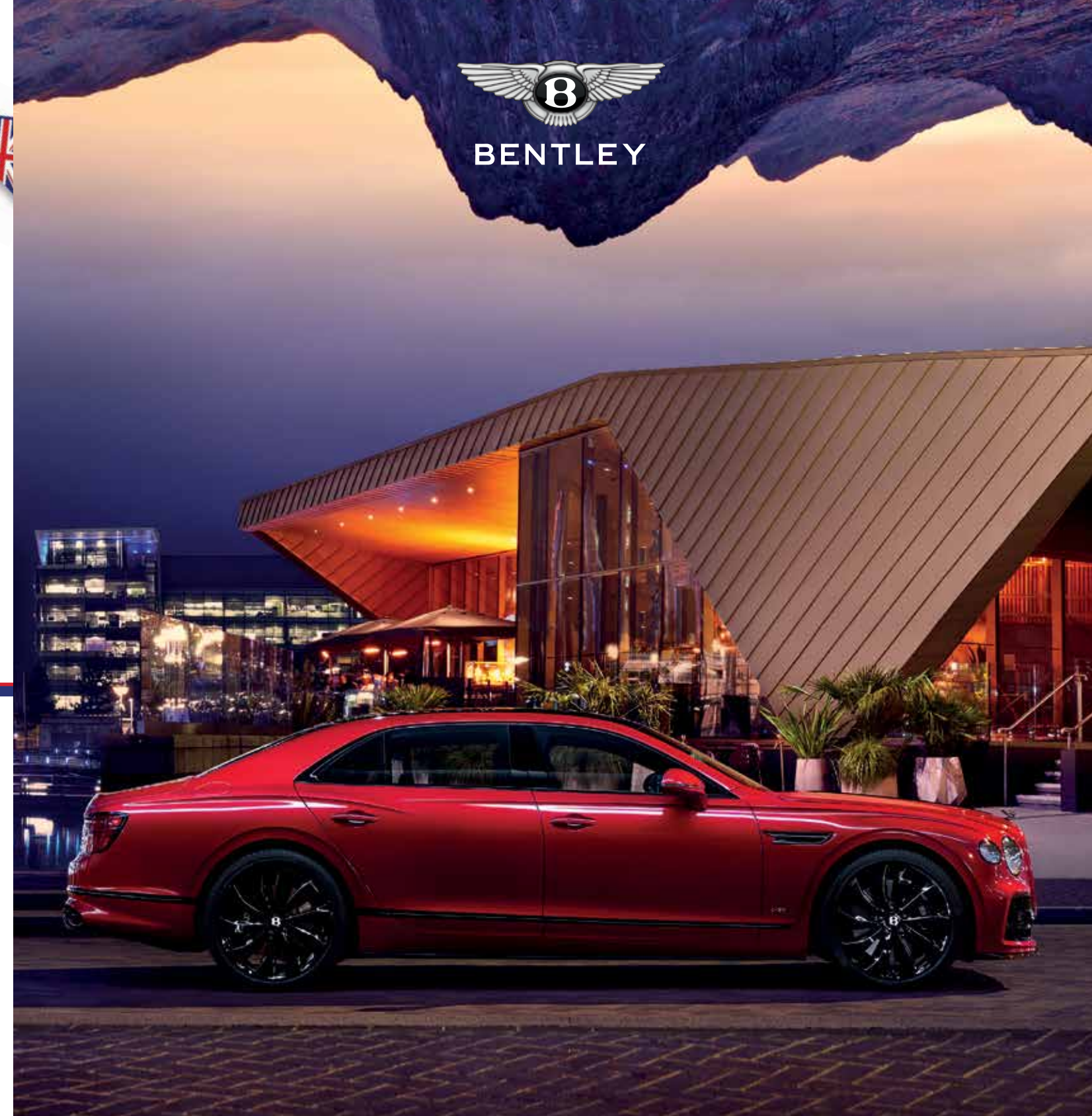
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JAGUAR

History

Building automobiles for a living is not for the faint of heart. In the century that has passed since the first rickety, horse-carriage-derived car wheezed and sputtered down a dirt trail, literally hundreds of men have attempted to make a fortune at it. They usually began with much larger fortunes than they ended with, and history is rich with the fertilizer of their stories. Some of the names in that history are so obscure and short-lived that a computer search might not unearth them. They failed for a variety of reasons as diverse as the products they hoped to sell. Fortunately for all enthusiasts of the automobile, Sir William Lyons was not among them.

Time and his many achievements have made Lyons one of the true icons of automotive history, but his legendary career began somewhat more humbly. In 1921, he met and in 1922 formed a partnership (financed by their parents) with William Walmsley, who was laboriously producing motorcycle sidecars in his parents' garage in Blackpool, on the west coast of England. England was recovering from the economic devastation of World War I, and sidecars were an increasingly popular way of adding transportation possibilities at modest expense. Lyons saw the opportunity of growing the business as the economy improved and soon began building auto bodies for Austin, one of several inexpensive cars.

Business boomed, and within six years it was necessary to move production twice to larger facilities. The second move in 1928 landed the company in Coventry, England's Detroit, where the Swallow Sidecar Company not only continued to produce bodies for Austin, but also added clients such as Fiat, Morris, Standard, Swift and Wolseley. Standard would prove an historic association. By 1931, Swallow produced a body of its own using a Standard drivetrain. The car was named SS100. Over the following four years, a small variety of SS cars appeared until 1935, when the first SS Jaguar was built. It was a 2.5-liter Standard-engined saloon. It was stylish, fast with a top speed of 90 mph and very attractively priced at under 400 pounds. SS Jaguar was born of the three hallmarks of Lyon's philosophy of automotive manufacturing success: style, speed and price. Price was always important in Lyon's equation. He knew that for a mass producer, market share generally falls as price rises relative to competitive models.

This philosophy would guide Jaguar (the SS was dropped in 1945 due to its unsavory wartime connotation) to produce during the 75 years it has

existed some of the fastest and most beautiful cars ever made. Few men have been so thoroughly involved in every aspect of the automobile building business.

Parts procurement, manufacturing, design, styling and marketing all received Sir William's scrutiny. He hired very capable people to run the business—but they always knew who was boss.

Though Jaguar's history is firmly rooted in the production of coupes and sedans, it is probably the sports car branch of the tree that appeals most to the general enthusiast, and that branch began bearing fruit with the pre-World War II SS100. Wire wheels with knock-off hubs; a short, vertical, folding windscreen; low, cutout doors; a long, narrow, louvered engine cover and wide running boards flowing into bicycle-style fenders front and rear gave the SS100 unique style. The sports and sports-racing cars would evolve and grow in sophistication up to the XK8/XKR of today, and that evolution began with the great XK120-140-150 series of roadsters and fixed head/drophead coupes. The XK series was powered by a new engine codenamed XK, which was designed in-house by Lyons and a small team of engineers headed by the talented William Heynes. Equipped with this new engine, the XK120 was advertised as being capable of going 120 mph, a huge top speed for the day. Although it was cobbled together quickly in 1948 to showcase the new engine at the British Motor Show, demand for the sensational new model completely caught Lyons by surprise, and he scrambled to meet it with increased production capability. His efforts were rewarded with the sale of more than 30,000 of the 120-140-150 series during its 13-year run ending in 1961. The XK engine in a range of displacements would go on to power every model Jaguar produced for 40 years, proving itself one of the great powerplants of all time. Also noteworthy is the fact that Lyons sold cars against increasingly strong competition from Porsche with its popular but expensive 356 series, Ferrari with a range of similarly expensive models and the American entry in 1953: the Corvette. He did this by increasing the quality of his products while holding the price to a reasonable level.

The end of the XK150 series in 1961 was a momentous occasion for several reasons, perhaps most important of which was that the same year saw the introduction of the car probably most closely associated with Jaguar by the general public: the sensational XKE.

Volumes have been written on the "E-Type." As with the XK120 13 years prior, demand for the stunning new model, introduced at the Geneva Motor Show in March, immediately outpaced supply—just the way Sir William Lyons liked it. Technically, the XKE advanced Jaguar in several important ways. The new independent rear suspension it carried would be used for nearly 30 years. The monocoque chassis that it inherited from the D type LeMans winners (Sir William knew that racing sold cars) of the mid-'50s was the direction of automobile design generally, as it eliminated costly and heavy joining of panels to a frame. As the years passed, the E-Type was like its predecessors on the family tree—refined and improved technically—but, true to his habit, Lyons refrained from throwing gingerbread on a proven product to drive sales. He didn't have to.

The various models of the car sold between 5,000 and 10,000 units per year for the 13 years (there's that lucky 13 again) of its production for a final tally of more than 72,000 cars sold. This more than doubled the total of its number series ancestor.

Of course, it should not be forgotten that although the sports and sports-racing cars received the Lyons share (sorry) of attention from the media, Jaguar was all the while producing stylish sedans in the MKVII, VIII and IX series from 1950 to 1961 and the smaller, more streamlined MKI and II and several variants from 1955 through 1969. Many privateers plumbed the possibilities of sedan racing the MKI and II series with considerable success. A stock 3.8-liter MKII had an 8.5-second 0-60 time, and performance upgrades made it a competitive distance racer. The Mark Series sedans were built between 1950 and 1969 with nearly 200,000 produced. It could be argued that the sedans supported the sports cars—twice as many were sold. The XKE soldiered on through 1974 with a V12 engine and sold strongly right to the end, but despite the huge increases in unit volume for the factory over its first four decades, the world had become a much more competitive place, and modern models of both sedans and sports cars were needed.

The '70s were a decade of great change for Jaguar. Sir William retired from direct control of the company in 1970 at age 72. By any measure,

he had an amazing career, guiding his enterprise with a singular vision and focus to build a great variety of some of the most interesting and beautiful sedans, sports cars and racing cars of all time. In 1968, Jaguar had merged with BMC to form British Motor Holdings, which itself became part of British Leyland. During this period, a "one model" policy was enforced. The replacement sedan series, known as "XJ," began production in 1968 as Lyons' final car and would prove to be another success with more than 400,000 sold through 1992, an amazing quarter-century run. The XJS replaced the "E" series in 1975 and ran 21 years (!) through 1996 with 115,000 produced.

Fortunately, the "one model" policy ended with the purchase of Jaguar by Ford in 1990. Sir William Lyons passed on in 1985, but not before seeing "his" company made independent once again. Under the leadership of Sir John Egan, Jaguar had privatized in 1984, and the acquisition by Ford assured its survival in a badly foundering British automobile industry. If it had not been acquired by a "white knight," Jaguar might have disappeared as well.

Under Ford's watch, the model lineup expanded to include the XK8/XKR sports convertibles and coupes, the XJ8/XJR sedans, as well as the X Type and S Type sedans with their performance "R" models. The target was entry-level and move-upbuyers and Jaguar's all new aluminum sedan promised to attract them. "Retro" cars have been all the rage in recent years as companies look to capitalize on the styling icons of years past, and Ford wisely looked into its portfolio of successes to guide Jaguar's future. In 2008 Ford sold its Jaguar interest to Tata Motors of India. Probably the only sure bet is that Jaguars will be fast. The cars will be beautiful. The cars will be competitively priced. Just the way Sir William liked it.

By JAMES "CHIP" DYSON





REUNITED AFTER ALL THESE YEARS



The Jaguar Heritage Trust confirms that in October of 1955, the two XK140's featured in this article emerged from the assembly plant in Coventry, England on almost the same day! They were most likely dispatched to the United States on the same cargo ship and delivered together to the Charles Hornburg Jaguar Dealership in Hollywood, California, where they sat together in the same showroom awaiting purchase. A young Jim Perell was present when his father purchased his black XK140 SE Drophead Coupe (DHC) from the

Hornburg showroom shortly after the car's arrival. The car has remained in the Perell family to this day, and is an outstanding example of a well maintained, Preservation-Class vehicle. This roadster's patina has the charm that can only be found with an all-original car. Geoffrey Horton's white XK140 Fixed Head Coupe was also originally sold from the Hornburg showroom. Twenty-seven years later, Geoffrey discovered the car in a barn in Volcano, California. Geoffrey's impeccable restoration began in 1982. His efforts allow enthusiasts to see the spectacular beauty of

the Coupe exactly as it appeared when it was originally delivered for sale in Hollywood. Today, on the green at the Niello Concours at Serrano, these two lovely examples of the best of British motoring are reunited—and in a strange twist of fate, Geoffrey Horton and Jim Perell have been good friends for many years. Visit these motor cars, and the friends who own them, as you explore the concours.



ON THE GREEN TODAY

1941 WILLYS MA PROTOTYPE JEEP
Owned by Jim Strauss of Diamond Springs, California



In the past 20 years Jim Strauss has restored hundreds of WWII vehicles and won many national awards throughout the world. His entry of the 1941 Willys MA Prototype Jeep on the green today at the Niello Concours at Serrano is surely another winner. And win it did, off of the green as well, as it was part of the fleet that led the USA to victory in the Second World War thus making it an American historical artifact. This vehicle type was the first prototype military four-wheel drive test platform submitted to the U.S. government to win a production contract in the wake of the

United States entering WWII. This quarter ton reconnaissance vehicle is the first example tested and used by the US military that became the iconic Jeep we know today. Of the 1550 built in 1941 for the military's experimental endurance test, this Jeep is one of only twenty-nine that are known to exist. During the War the Jeep was based at the Presidio in San Francisco and was scheduled to be shipped to Russia under The Lend Lease Act (under this policy, the United States was able to supply military aid to its foreign allies in WWII while still remaining neutral in the conflict.) It was held back from shipping overseas as it was a preferred vehicle of a high-ranking officer on base. After the War little is known about the Jeep's story or how it survived. In 2008, Strauss accidentally found it on a farm in Galt, California. After some creative horse trading, he struck a deal with the owner and the jeep was on its way back to its old glory. Five years into the restoration the 'ole Jeep was ready to be judged at the "MVPA" Military Vehicle Preservation Association where it once again went back to being a winner!

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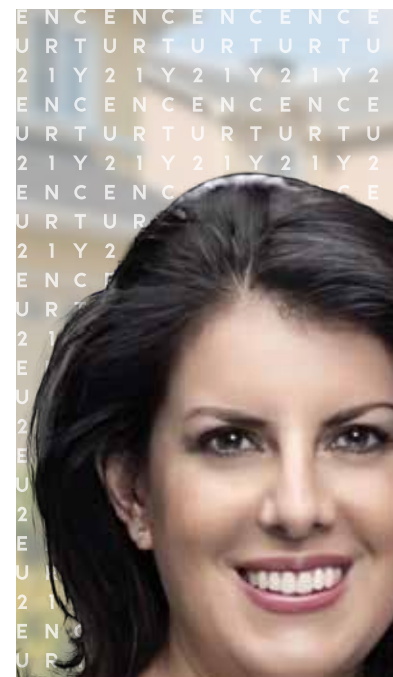
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THE MYSTIQUE OF THE GREAT BRITISH MARQUES

MYSTIQUE:
NOUN

“A FASCINATING AURA OF MYSTERY, AWE AND POWER SURROUNDING SOMEONE OR SOMETHING.”

Spending many weeks researching the powerful desirability of the British marques, the word “Mystique” applied to almost all the categories of emotion that the automotive enthusiast experiences when contemplating an investment in any top-tier British marque. Aston Martin, Austin Healey, Bentley, Jaguar, Land Rover, Lotus, MG, Morgan, Rolls-Royce, even obscure brands like TVR, Jensen and several other British luxury, touring or sporting vehicles are most likely objects of passion that deliver remarkable levels of pride of ownership. Mystique!

Let’s face facts—the British marques are notorious for leaving the driver stranded in the middle of nowhere with failed electrics, blown gaskets and outrageously expensive mechanical failures. Why do the owners of fragile, failure prone British automobiles often go back for more, investing in yet another British car that is likely to break down at any given moment? Mystique, that’s why. It is the human condition to be seduced by the powerful and unquenchable thirst for mystique. We are carnal beings. We cannot resist the allure of danger, risk, bad girls and bad boys. It is probably worth mentioning that the British marques are some of the most beautiful, perfectly hand crafted and sensual designs ever on the road. Automobile lovers are drawn to the British marques like a moth to a flame.

It is also worth noting that ownership of the more elusive British marques such as Aston Martin, Bentley, McLaren and Rolls-Royce provide entry into a very exclusive club. You don’t have to fill out an application or pass a background check. Bentley, Jaguar and Rolls-Royce place the owner in the coveted position of possessing something that equals the most exclusive toys of the royal and wealthy.

The cost of entry is dear but the pride of driving the same vehicle as Queen Elizabeth is undeniably worth it.

One of the most iconic photos of the automotive “Golden Age” was of Audrey Hepburn and Peter O’Toole gallivanting along the French Riviera in a magnificent Jaguar XKE. Next stop, Monaco. The last time I sat behind the wheel of a Jaguar XKE at an auto show, I envisioned Ms. Hepburn in the passenger seat eagerly awaiting a repeat performance me. Alas, it was just a dream!

Most of the iconic automobiles in history come to us from Great Britain. Who can forget James Bond’s Aston Martin DB5, an elegant and powerful handcrafted touring car equipped with many nifty gadgets like retractable machine guns and a handy rocket powered ejection seat capable of dispensing unpleasant passengers? It is difficult to imagine the suave and debonair Bond behind the wheel of a Citroen 2CV dispatching SPECTRE Agents to meet their Maker. The Citroen would be more suitable for Inspector Clouseau. Bond always gets the good cars... I mean the BEST cars!

Rolls-Royce and Bentley are two of the most respected automobiles in the world. They are owned by both the oldest and newest royals in many countries. What is the first thing a newly crowned or self-proclaimed King does to prove his stature and show the world how much power and class he has? Of course, he immediately takes delivery of a bespoke Rolls-Royce to flaunt throughout his kingdom. Nothing beats a Rolls-Royce to make you look important. Automobiles have always been powerful tools used for both establishing and preserving a certain image. Few images are more powerful than the top-tier British marques.

Unfortunately, not everything is going smoothly in Paradise. Sadly, many of the British marques are no longer owned, or manufactured in Great Britain. Regardless, pride in product remains as does first-class craftsmanship. Mystique is a powerful thing and through exemplary effort, by importing craftsmen from England and keeping a close eye on detail these treasured automobiles will continue, they retain incredibly powerful name recognition and continue to be admired and respected around the world.

Still, there is good news—today, we continue to have magnificent handcrafted and brilliantly designed automobiles from Aston Martin, Bentley, Jaguar, Land Rover, McLaren, Rolls-Royce and others whose products remain the benchmark for quality, beauty, desirability and especially status. Who cares if one’s Rolls-Royce is being towed by a couple draft horses while a new motor is being sent over from England? Look at it this way, at least it’s still a Rolls!

BY FRANK WEISMANTEL



AN ABBREVIATED HISTORY OF THE COMPANY AND ITS WELL KNOWN MOTOR CARS...

BY JIM PERELL

Many classic automotive marques came from Great Britain during both the pre-World War II and Postwar periods. While this author could name many of those from Abbey to Xtra, arguably, the MG marque is one of the most endeared to the British car enthusiast.

The MG was extremely popular both in its home market and abroad; particularly in the United States. This fondness peaking after WWII, was in no small part due to its modest price compared to the Jaguar, Triumph and Austin Healey. Whilst the returning G.I. was no doubt responsible for the major introduction of the MG TC, he also, unknowingly, saved Britain's automotive industry from a near collapse. Further, the returning G.I.'s taught a serious lesson to Detroit by accelerating the interest in sports cars and its leader's myth that only women made the car buying decision and men no longer wanted to drive for their own sake or tinker with the mechanics.

So, here is a little history for your pleasure. Who knows? You may want to start your own trivia game concentrating solely on MGs.

The MG evolved from the creative mind of Cecil Kimber, who built a lean two-seater, in the Morris Garages, after being hired as the General Manager in 1922. To make a long story short, Kimber was responsible for developing what became known as "Old No. 1", the first MG car from none other than Morris Garages; hence the name MG.

In 1929, the garages were relocated to Abingdon, about 10 miles south of Oxford, in order to keep up with the demand. MG remained in Abingdon until the last MGB was built in 1980. The Abingdon factory closed and MG ceased production of the well-known vintage marque it had been.

MG cars are best known for their two-seat open sports cars, but MG also produced saloons and coupes. Many of the early cars were commonly referred to as "Midget". This term refers to MG's sports car models. More recently, the MG marque has also been used on sportier versions of other models belonging to the parent company, but not sold in the US market.

The majority of the MG cars that you may see on the field today will be from the 30's through the mid 60's. Therefore, in order to restrain myself from writing a book, I'll discuss a few of the more well-known MG motor cars.

It's July 1932 and sports car fans are ecstatic as they are introduced to the Type J. Production for the various models J1 thru J4 ran through January 1934. Approximately 515 Type J cars were built in total. The number of ardent followers of the Type J are numbered in the thousands.

Without breaking stride, the Type P Models were released and production for the PA Model commenced and the PB Model followed a year later. Around 3000 in total were produced until the close in May of 1936.

By the start of World War II, MG was developing the replacement for the Type P cars with their Type T series of cars, including the TA, TB, TC, TD, and TF. Each was a basic body-on-frame convertible sports car produced from 1936 through 1955.

At the outbreak of WWII in 1939, production of cars at MG in Abingdon had given way to production and maintenance of machines of war. A very variety of jobs were undertaken, ranging from servicing guns and production of aircraft parts to overhauling tanks. No job was too large, too small, or too difficult for the workers at MG.

With a return to peacetime in 1945, thoughts at MG turned once again to building cars, but things were never to be the same again.

With the urgent need for the country to earn foreign income to aid reconstruction, priority was given to supplying raw materials to those companies who concentrated on exporting their products. The phrase "export or die" had a very real meaning.

Little development work was carried out during the war on the post-war generation of cars. Consequently, it was decided to concentrate initially on the car which had been the mainstay of MG's reputation as a manufacturer of sports cars—the Midget.

MG MODELS AND SPECIFICATIONS

MG TC (1945-1949)

The pent-up demand of the returning GT's from abroad fueled the sales of well over half of the approximate 10,000 that were built. Basically, the TB was simply dusted off, cleaned up and wheeled out and since a few performance upgrades were done, the TC was born. The TC, for the first time in America, brought sports car racing to men of more modest means. Sporting right hand drive, 19" wire wheels, and with performance allowing for speeds up to 80 mph, the TC was an instant hit. The engine was a 1250 cc 4 cylinder allowing the TC a 0-60 mph time of 21 seconds!

MG TD (1950-1953)

The 1950 TD changed up the automotive sports car world again. Combined with the TC's drivetrain (now modified) and the familiar T-type style body, the new TD had an independent suspension, rack and pinion steering, smaller 15-inch disc type road wheels and a left-hand drive option. Bumpers and over-riders became standard for the first time.

Nearly 30,000 TDs in all were produced. 23,488 were exported to the United States. The engine here was still a 1250 CC 4 cylinder. Zero to 60 mph was down to 18.2 seconds

MG TF (1953-1955)

The TF was essentially a stop-gap car to keep production going while waiting to release the new MGA. The 1953 TF was a face lifted TD that was fitted with the TD Mark II engine the 1250 cc 4 cylinder, a sloping radiator grille and the headlights in the wings.

In 1954 the engine was a re-designated XPEG and enlarged to 1466 cc giving 63 bhp. The car was designated the "TF1500".

The last Type T car from MG was built on April 4, 1955 after 9,602 TFs had been completed. Zero to 60 mph was 16.0 seconds.

MGA (1956-1962)

The MGA sports car was produced by MG division of the British Motor Corporation from 1955 to 1962, with 101,081 made, most being exported. In the 1950' and 1960's MG produced the highest export percentage of any British car.

The MGA was a body-on-frame design and used the straight-4 "B series" 1500 cc 4-cylinder engine from the MG Magnette and a 4-speed gearbox. Suspension was independent with coil springs and wishbones at the front and a rigid axle with semi-elliptic springs at the rear. Steering was by rack and pinion and not power assisted. The car was available with either wire wheels or steel disc road wheels.

Very few changes were made other than the engine size starting at 1500 cc with the last production car having a 1622 cc engine. Performance in the zero to 60 mph was 13.3 seconds with the 1622 cc engine.

Of further note was the production of an MGA Twin-Cam added for 1958. The Twin-Cam was dropped in 1960 after 2,111 had been produced. The car can best be distinguished from the pushrod models by its center lock steel road wheels. Zero to 60 mph was 9.1 seconds with a top speed of 113 mph.

MGB (1962-1980)

Without a doubt, most Americans will recognize the MGB as the most familiar of the models. Of course, a production run of over 500,000 cars in 18 years might have something to do with that perception.

The MGB came out to play in May 1962 and play it did by being one of the all-time top selling sports cars ever, manufactured until October 1980 through much transition of companies such as the British Motor Corporation (BMC), to British Motor Holdings (in 1966) and to British Leyland Motor Corporation (in 1968).

Production of the MGB started as a convertible ("roadster"), the hatch-backed GT, "coupe" with 2+2 seating, was introduced in 1965. The MGB featured a four-cylinder petrol engine. The "MGC" featured a six-cylinder engine and then the later model was the, "MGB GT V8" fitted with the ex-Buick Rover V8 engine was made from 1973 to 1976. Combined production volume of MGB, MGC and MGB GT V8 models was 523,836 cars.

The MGB was a relatively modern design with a monocoque body at the time of its introduction. The monocoque structure reduced both, weight and manufacturing costs as well as adding chassis strength.

The MGB's performance was brisk for the period, with a 0-60 mph at 11+ seconds. The engine was now a 1798 CC (1800) 4-cylinder engine turning out about 95 bhp. Handling was one of the MGB's strong points. In 1974, as US air pollution emission standards became more rigorous, US-market MGBs were de-tuned for compliance. As well as a marked reduction in performance, the MGB gained an inch in ride height and the distinctive rubber bumpers which came to replace the chrome for all markets.

In the second half of 1974 the chrome bumpers were replaced altogether. A new, steel-reinforced black rubber bumper at the front incorporated the grille area as well, giving a major restyling to the B's nose, and a matching rear bumper completed the change. The change in bumper material and the loss of performance with the later emission laden versions marked a decline in sales and finally the last MGB was imported to the US in 1980.

Today, the Chinese own MG and production of its sports cars are coming out of many countries rapidly gaining traction outside the United Kingdom. Although the innovation and technology evolving from its ownership is catapulting the marque forward, with the addition of the electric car models, one would hope MG will return to the US market.



Joy Riding

UNDERSTANDING THE BRITISH PASSION



Auto enthusiasts the world over may disagree on who actually invented the automobile, but few would argue that the British gave birth to the sports car. This type of vehicle has been variously called roadsters, runabouts, even raceabouts over the years, with roots that trace to early touring cars. The term “sports car” would not be coined until after WWI, although the 3 litre 1910 Vauxhall was its prototype.

This vehicle does not require a powerful engine because what really defines it is its excellent handling capabilities achieved by its light weight. Many early British sports cars possessed a well-engineered, balanced chassis besides advanced suspension systems which allowed them to perform well on those tight twisting English Country roads. In fact, driving them was jolly good fun, often much more fun than maneuvering those heavier, more powerful vehicles of the time.

Webster’s defines the word “sport” as “Any activity or experience that gives enjoyment, recreation or diversion.” The English, who throughout history had been besotted with sports and games, had coupled the driving experience with pleasure.

The very word “sport” connotes the rigors of rules and exactitudes, the basis of sportsmanship. With such a mindset what matters is not the destination but the drive, the journey itself (if that sounds a trifle like “Taking time to smell the roses” you’re in the right garden). Mechanical problems are taken in stride; in fact, a small malfunction may even provide an excuse to bring the picnic basket out a tad early in the day. Good show!

Upon arrival at one’s destination, difficulties encountered, especially the ones surmounted, provide the necessary fodder for tales and stories shared over a pint or a cuppa. These so-called verbal “swap meets” occur in parking lots whenever car clubs get together. The stories begin to verge on braggadocio; however, this phenomena is related more to the survival style of the British than any egocentricity on their part.

In the 2006 film, *The Queen*, Queen Elizabeth II, portrayed by Oscar-winning Helen Mirren, while on holiday at her favorite castle, Balmoral in Scotland, drove her own Land Rover over hill and dale (and stream) for relaxation. When the Queen got stuck in the mud she tried to free herself without any assistance. The scene brings to mind the famous poster issued by the Crown during WWII that simply read “KEEP CALM AND CARRY ON.”

Those Brits did exactly that and they endeared themselves to American soldiers in the process. So did their sports cars. These G.I.’s not only liked the British sports cars they liked those almost reasonable price tags. Soon after that world-changing War ended, the English auto-makers were back in business with a whole new market to conquer in America. We’re glad you came, mates!

By JUDYTH BRAVO



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FIND NEW ROADS

CHEVROLET 

Imagine that the many British motor car marques were morphed into one high school graduating class. Picture its yearbook. Beneath the photo of a Morgan would read "Most Likeable." This quintessential British sporting car, whose personal odometer turned to one hundred thirteen years old this year, bringing to mind times when driving was fun. No wonder actor Peter Sellers' character drives a Morgan in the 1968 film *The Party* to the party!

The success of the Morgan Motor Company was based on an icon, the Morgan Three-Wheeler. This brilliant, but simple design by Henry Frederick Stanley Morgan became one of the most successful lightweight cars in the early days of motoring. The first production Morgans were simple single-seat machines steered with a tiller and powered by a small engine. The Runabouts (as the machines were to be called) were introduced to the public at the Olympia Motorcycle Show in London in November 1910.

In 1936, after a prototype had been tested in trials and on the track, a four-wheeler was exhibited at the London and Paris Exhibitions. The new model was called the Morgan 4-4 to differentiate it from the three-wheeler, indicating four cylinders and four wheels. The car was an immediate success. After the launch of the Morgan 4-4 Roadster a four-seater was introduced, followed in quick succession by a Drophead Coupe in 1938. The three-wheeler remained in production although sales of the V-twin engined cars were in decline. The F-type however, remained popular and 1938 saw the addition of a high-performance two-seater version, called the F Super.

One of the great urban myths of the motoring world is that Morgan chassis are made of ash, but they're not. Morgan's have—and always have had—conventional steel chassis, but ash is used for the frame: the structure that supports the body. In 2019, after eighty-four years of nearly continuous production, Morgan built its last steel-chassis car. All Morgan sports cars now use the bonded-aluminum CX-Generation chassis introduced in March of that year.

For over one hundred years the Morgan Motor Company was owned and operated by the Morgan family. History "neat" like the Brits drink their Scotch (compare Morgan history to the Aston Martin's quagmire). In 1976 at the Morgan factory in Malvern, Worcestershire, Peter Morgan was asked why Morgans had changed so little over the last sixty-seven years. He quickly piped, "Why change anything? We have a ten-year waiting list." Today the waiting list for a Morgan is substantially shorter, approximately six months, all that hand crafting takes time!

Morgan was Britain's last domestically owned carmaker, but recently has gone into foreign ownership. After

THE MARVELOUS MORGANS



The celebration in 2009 of 100 Years of Morgan Cars at Cheltenham, a handsome spa-town on the edge of the Cotswolds, England. The lovely building, the Pittville Pump Room.

Photo courtesy of The Morgan Motor Company

110 years under the control of one family, the Morgan Motor Company became majority owned by an Italian venture capital group Investindustrial. The Morgan family, now in their fourth generation, are minority shareholders and "stewards" of the brand and its famous designs, ensuring their family legacy lives on with each new Morgan produced.

Today, Morgan produces approximately 800 cars annually at their Pickersleigh Road factory in Worcestershire, England. The model line-up includes the 3 Wheeler, Plus Four and Plus Six. Each design offers something unique, while retaining its original Morgan DNA. The motor company welcomes around 30,000 visitors per year for a 2 hour factory tour explaining

the story and heritage of the brand, showing how every car is hand crafted. That is a history worth finding out about. That is British!

Special thank you to www.morgan-motor.com for information for this article.

By JUDYTH BRAVO

IMMORTALIZATION OF ECSTASY

History of the Rolls-Royce Emblem

The Spirit of Ecstasy was designed by Charles Robinson Sykes in 1910 and carries with it a story about a secret passion between John Walter Edward Douglas-Scott-Montagu, a pioneer of the automobile movement, and editor of The Car magazine at the time, and his secret love, Eleanor Velasco Thornton, who was the model for the emblem. She was Montagu's secretary, and their love was to remain hidden, limited to their circle of friends, for more than a decade. The reason for the secrecy was Eleanor's impoverished social and economic status, which was an obstacle to their love. Montagu, succumbing to family pressure, married Lady Cecil Victoria Constance, but the secret love affair continued. Friends of the pair knew of their close relationship but were sufficiently understanding to overlook it.

When Montagu commissioned his friend Charles Sykes to sculpt a personal mascot for the bonnet of his Rolls-Royce Silver Ghost, Sykes chose Eleanor Thornton as his model. Sykes originally crafted a figurine of her in fluttering robes, pressing a finger to her lips symbolizing the secret of their affair. The figurine was consequently named "The Whisper."

The very first Rolls-Royce motorcars did not feature radiator mascots; they simply carried the Rolls-Royce emblem. This, however, was not enough for their customers who believed a vehicle as prestigious as a Rolls-Royce should have its own luxurious mascot, and by 1910 personal mascots had become the fashion of the day. Rolls-Royce was concerned to note that some owners were affixing "inappropriate" ornaments to their cars. Claude Johnson, then managing director of Rolls-Royce Motor Cars, was asked to see to the commissioning of something more suitably dignified and graceful.

Johnson turned to Charles Sykes following Lord Montagu's commission, Sykes was asked to create a mascot which in future would adorn every Rolls-Royce. In February 1911 he presented the "Spirit of Ecstasy", which was easily recognizable as being a variation on the theme of "The Whisper." The

similarity was hardly disguised because the model for both had been Miss Thornton.

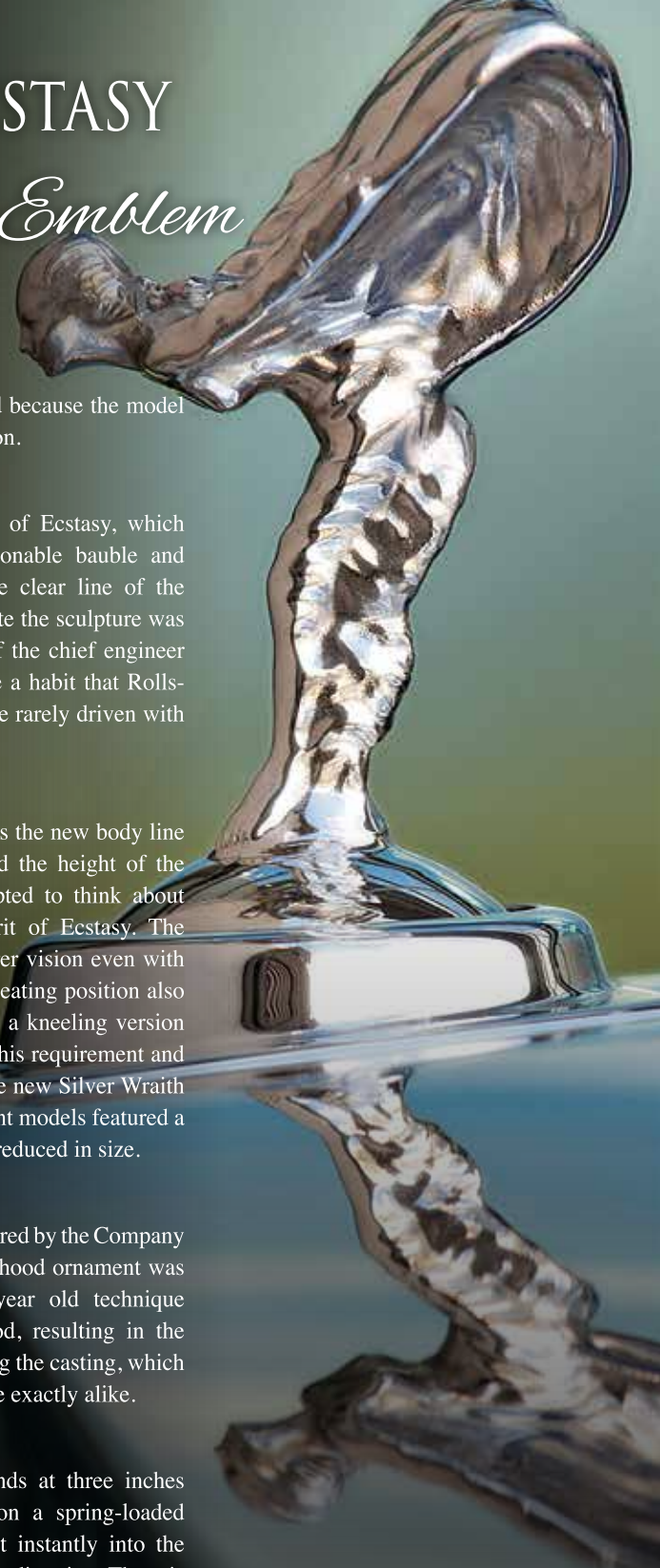
Royce did not like the Spirit of Ecstasy, which he judged to be just a fashionable bauble and complained that it spoiled the clear line of the car's bow. The contract to create the sculpture was awarded during the absence of the chief engineer due to illness. Thus, it became a habit that Rolls-Royce cars used by Royce were rarely driven with a mascot in place.

Towards the end of the twenties the new body line of Sports Saloons had reduced the height of the coachwork. Royce was prompted to think about a lower variation of the Spirit of Ecstasy. The alteration gave the driver clearer vision even with the windscreen lower and his seating position also lowered in turn. Sykes created a kneeling version of the mascot, which fulfilled this requirement and was retained after WWII for the new Silver Wraith and Silver Dawn. All subsequent models featured a standing mascot, substantially reduced in size.

The Spirit of Ecstasy was delivered by the Company with every Rolls-Royce. Each hood ornament was fashioned using the 6000+ year old technique known as the lost-wax method, resulting in the molds being destroyed revealing the casting, which explains why no two figures are exactly alike.

Today's Spirit of Ecstasy stands at three inches and, for safety, is mounted on a spring-loaded mechanism designed to retract instantly into the radiator shell if struck from any direction. There is a button within the vehicle which can retract/extend the emblem as well. She can be made of highly polished stainless steel, sterling silver or 24-carat gold, the sterling silver and gold being optional extras. As always, Rolls-Royce buyers bespoke wishes prevail.

BY VIC STEWART



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ROLLS-ROYCE

MOTOR CARS

LOS GATOS

Defining the Best

BY FRANK WEISMANTEL

ROLLS-ROYCE CARS OF H.M. QUEEN ELIZABETH II
AT THE ROYAL MEWS
Copyright Rolls-Royce Enthusiasts Cl

So, what is the best? It really is a trick question. Everyone has his or her own concept of what is best. Everyone has personal preferences, especially when it comes to automobiles. If you want the fastest, there are many ways to achieve that. You could throw down \$3.8 million for a new Bugatti Chiron and go an amazing 250 (plus!) miles per hour. Or, you could head down to the nearest speed shop and purchase an 800HP “crate engine” and put it in your uncle’s 1968 Chevy Nova, along with an upgraded transmission, differential, tires and wheels. It would be easily the quickest thing in the region and would not even cost a tenth of the Bugatti.

If you want the most luxurious, there is always a Rolls-Royce, or “Proper Motor Car” to members of the Rolls-Royce Owners Club. If you want the most beautiful, there are many, many different paths to take. Bentley, Aston Martin, Jaguar and others are simply stunning; and manage to look better with age. So, exactly how would you go about defining the best? Let’s go with branding. In watches there is Rolex, in Champagne there is Dom Perignon, in automobiles, there’s Rolls-Royce. There’s that name again...

Rolls-Royce is universally considered the best of the best automobiles. Hands down, whenever anyone is asked what he or she thinks is the best automobile, only one name comes up, Rolls-Royce. Why do you think that is? Surely, not every one of us has driven or owned a Rolls. Many of us have seen one on the road but that is hardly the best way to apply the metric of the best, based on a glimpse. Basically, we were taught in our youth that the best car in the world is the Rolls-Royce. So, is it?

Is the Rolls-Royce the most beautiful? Frankly, I find its appearance in later models to be disdainful. Is a Rolls the most powerful? No. Is it the most efficient? No way, the latest Phantom weighs almost 5644 pounds. So, no. Is it the most luxurious? No, there are other brands that are equally luxurious. Is it the most reliable? Almost anything Japanese is more reliable. Is it the best handling? That metric has and probably always will belong to Ferrari. Is it the finest crafted from a factory and management team that is the most resolutely committed to excellence? Yes, it most definitely is.

That’s why Rolls-Royce is considered the best. The fact that most Queens, Presidents and dictators are chauffeured around the world in a Rolls-Royce Limousine is helpful in establishing the belief in the superiority of the

marque. Talk about free advertising; every time the Queen Mother was shown being chauffeured around Great Britain in one of her collection, the world is shown a Rolls-Royce Motor Car.

The cars are truly works of art. They are personalized works, “Bespoke” being the word used in their marketing materials. Rolls-Royce prides itself on a long and rich tradition of making each car as much a reflection of the owner as of Rolls-Royce itself. Tell them what you dream of and their world class team will make that dream come true. Perhaps that is why there are a limited number of models built by Rolls. If Rolls had its way, just a few platforms would provide their clientele with a “personal driving saloon”, not just a nice car.

Today, Rolls-Royce is a part of the BMW Empire. Wisely, BMW has given Rolls a free hand to build the worlds’ finest, most desired cars. Also, BMW handed over some of the newest, most innovative technologies on the planet. The cars are not just impeccably crafted; they are amongst the most technically advanced automobiles available.

Most noticeable in every Rolls-Royce is their quality of ride and auditory insulation from the outside world. Nothing is more serene. That is why their model names denote things that are silent...Ghost, Cloud, Shadow, Phantom. They understand that sometimes a celebrated person wants to shut out the world, if only for a short ride to dinner.

The latest “air suspension” technology is fitted to all new Rolls-Royce cars. The suspension is so incredibly “in tune” to the car that the suspensions’ microprocessor based controller can actually sense if a back seat passenger moves from one side of the car to the other. Of course, when that happens, an adjustment in suspension must occur. The best, simply the best.

Also mandatory is an analog clock in every Rolls-Royce dash. Why analog, in today’s digital world? How else can you hear the clock ticking instead of the many diverse and unwanted sounds as you roll down the road? Rolls-Royce sets the universal standard for controlling noise, vibration and harshness—when sitting in one you are insulated from the outside world in your own luxurious space. That’s what it means to be the best. Every detail so well thought out. Bravo!

NIELLO
CONCOURS AT SERRANO

ON THE GREEN TODAY

1965 SHELBY GT350

Owned by David Helling of Placerville, California



David Helling bought his 1965 Shelby GT350, the first time, when he was eighteen years old. Just before graduating from Rio Americano in 1967, he found this GT350 advertised in the *Sacramento Bee*.

After talking his

dad into going over and looking at the car, they negotiated with the owner and bought it for \$2100 of which David agreed to pay half. In those days the sticker price was about \$5000 for a new Shelby. There were only 562 of this model built and most were all the same—white paint with black interior and blue stripes on the rocker panel. It was up to the dealer to add the blue stripes over the hood, which this car never had, making it rare.

David sold the car in 1969 just before he married Kim, his bride of 53 years. He had joined the National Guard and was headed to basic training at Fort Ord. Kim needed some money while he was away and the car provided the cash. His dream car. He hated to sell it, but sell it he did and that’s probably why their marriage has lasted so long. He had his priorities straight!

David bought the car, the second time, from a man in Serrano. It was a stroke of luck that he found it. One day while having lunch with friends at Rudy’s Hideaway he mentioned that he owned serial number 183 at one time. The friends told him that they knew who owned that car. David contacted the owner—the timing was right and he was ready to sell.

The car had been sitting in the man’s garage since 2002 and had not been driven in several years. It was dirty, non-operational, had no brakes and was starting to rust. But it was David’s old car and he wanted it. That’s how it goes with some car owners, the car takes a place in their heart and no matter the condition, they know it can be brought back to its original glory which is what David has been doing. Come by and see the Shelby on the green today at the Niello Concours at Serrano.



CONCOURS RADUNO

The Niello Concours Raduno is a gathering of motor car owners for an evening spent enjoying the art of the automobile. Please join us for light hors d’oeuvres, wine tasting and music as you enjoy a fabulous display of automobiles. If you are the owner of a motor car of significance please feel free to display it so all may enjoy. Your experience will be priceless, admission is free.

2023 Niello Concours Raduno Schedule

June 8, 2023

July 13, 2023

August 10, 2023

Visit www.ConcoursRaduno.com for more information



THE HISTORY OF ROLLS-ROYCE

Charles Rolls, Henry Royce and The Spirit of Ecstasy!

PHOTO BY JESSE BRAVO

On Aug 27, 1877 Lord and Lady Llangattoc, had a son, Charles Stewart Rolls. This young man was born into a very comfortable Victorian family. He showed a glimpse of the talents to come when he built a generator and converted a portion of the family home to electric light. Young Charles attended Eaton and Cambridge where he was the first person to own a car, a 3 ½ hp Peugeot Phaeton. Of course, he did his own repairs thus earning the nickname of “Dirty Rolls.” He was not only mechanically inclined but also involved in the affairs of society. He was a founder of the Automobile Club of Great Britain, one of three founders of the Royal Aero Club and was the first aviator to successfully complete a double crossing of the English Channel. In 1902 he started his own company, CS Rolls and Company, which sold and maintained motor cars.

Henry Royce was the other side of the coin; he was the son of a miller and had nowhere near the upper-class childhood that Rolls did. His first job was selling newspapers at the age of 10, but soon moved on to a job as an apprentice for the Great Northern Railway in Peterborough. Eventually, at the age of 22 he and a partner founded a firm which produced electric light fittings, cranes and generators. In 1903 he bought a

secondhand Decauville motor car, and was so dis-satisfied with the car he decided to build one for himself. By all accounts and measures this two-cylinder car was superb.

Rolls heard tell of this marvelous machine and went to see it for himself. Henry and Charles met for the first time at the Midland Hotel in Manchester, England on May 4th of 1904. Rolls tested the car and was so impressed he acquired the exclusive rights to sell the entirety of Royce’s production. Then on December 23, 1904 the two agreed the cars would be called “Rolls-Royce.”

These first cars were ten horsepower, two-cylinder cars with a leather lined cone type clutch, a three-speed gearbox, a fully floating live axle and spur type gears. Three were made with the Royce badge and sixteen with the Rolls-Royce badge. This first car sold for \$735, and one can only imagine what it is worth in today’s market!

Another of the more famous Rolls-Royce motor cars is the Silver Ghost. The car was initially known as the Rolls-Royce 40/50 hp, but CG Johnson provided the Silver Ghost moniker and it has stayed with the car through the ages. The extremely

high quality of these cars earned them the reputation as “The Best Motor Car in the World.” There were 6,173 Silver Ghosts produced during the years from 1907 through 1925. These Ghosts had a six-cylinder inline water-cooled engine, a cone type clutch, four speed gearbox and a top speed of 84 mph. Of course, certain aspects of the car changed as the production run continued.

Since its formation in 1904, Rolls-Royce has produced some of the most exclusive motor cars ever made. Their ingenuity, innovation and luxury are expressed in the form of excellent craftsmanship and attention to detail. The cars are meticulously handmade to the customer’s specifications with their Bespoke program, resulting in the dream masterpieces for the who’s who in the world, from self-made entrepreneurs and celebrities to aristocratic nobility.

Each year Rolls-Royce makes between 3,000 and 5,000 cars, but delivered a high of 5,586 units in 2021. About 65% of the marque’s cars ever made since 1904 are still on the road, whether in original, restored, or personalized condition. It is a credit to the craftsmanship of the brand that more than six out

of ten are still roadworthy. The oldest car, a 1904 Royce 10, is still in driving condition and is owned by Scottish collector Thomas Love Jr.

Today, the Rolls-Royce Wraith is the most powerful motor car ever built by the British marque. It houses a potent 6.6-liter V12 engine, delivering a staggering 624 hp. Perhaps this is a testament to how far the luxury brand has come since those first cars which produced only 10 hp.

As we celebrate the British marques at the 2022 Niello Concours at Serrano, the Rolls-Royce Motor Cars that will grace the green will be the ultimate representation and epitome of the brand. One only needs to hear the name Rolls-Royce to picture in their mind absolute elegance in automobile form.

BY VIC STEWART



2022 Niello Concours at Serrano

ADVISORY BOARD

T ABRAHAM EVENT DAY COORDINATOR



T Abraham has served on this Advisory Board since the very first Niello Concours at Serrano. Having traveled far and wide to attend many concours events, including the Pebble Beach Concours d'Elegance, Goodwood Festival of Speed, Belgian Grand Prix and several other world class car experiences. He feels fortunate to have such a first-class concours as this in his hometown. When not watching Formula 1 or pondering a bid on Bring a Trailer, T serves as the Regional Vice President for Hospital Council of Northern & Central California.

DAVE BENDER MASTER OF CEREMONIES



Dave Bender is an Emmy award winning weather anchor/reporter, proficient in 3-D augmented reality weather graphics and he is the creator of the Digi-Cast for the CBS 13 weather app. He has worked in numerous TV markets and has made multiple network TV appearances including guest spots on "The Late Show with David Letterman," as well as filling in for a week, doing weather, on "Good Morning America".

Dave has experience as an exotic bird trainer/performer for the free flight bird show at the San Diego Wild Animal Park. This animal knowledge landed him the host position for the Emmy nominated animal show pilot called, "The Creature Club." Dave's science knowledge helped place him as the host of the Emmy nominated educational show called, "Cool Science." Dave is an original member of the improv comedy troupe, "Modern Times!"

Dave is also an accomplished volunteer auctioneer and has helped to raise millions of dollars over the last thirty years for local charities.

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, Judyth'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.

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-five 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.

SCOTT FERDIG CONCOURS FIELD ASSISTANT



Scott Ferdig officially joined the Moore family in October of 2021 when he married Brian and Michele's daughter, McKinley. From the beginning of their relationship Scott was able to experience the amount of time and work that goes into the concours as he assisted the team with the event. He enjoys seeing all of the entered motor cars on event day as he assists the field crew in placing the cars in the morning and then guiding the winners to the award ceremony in the afternoon.

Scott grew up playing baseball and was always encouraged by his parents to be involved in the community. He was a Boy Scout for many years and achieved the rank of Eagle Scout shortly before graduating High School. He graduated from California State University, Fullerton with a Bachelor of Arts in communications and minor in print journalism. He has been a Firefighter with the Orange County Fire Authority for over seven years and has been a Firefighter Paramedic with the Fire Department for more than two years. During his free time, he enjoys traveling with McKinley, mountain biking and being on the water.

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.

This year Sally retired from commercial property management and is enjoying spending much more time with her grandsons. She held three weeks of 'Camp Nana' this summer and will be moving on to be 'Uber Nana' once school starts.

She is involved heavily with her church where she plays the piano wherever she is needed and helps out weekly with the church's food pantry. Family time revolves around car events, two grown sons and their families.

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 KESSELL- KRACHER DIRECTOR PUBLIC RELATIONS



Rosie has served on the Niello Concours Advisory Board for the last sixteen years, where she has grown to appreciate the fine art of the automobile and getting to know the car owners. Having retired from a twenty-eight year law enforcement career, Rosie and her husband Jon, now empty nesters, enjoy traveling and outdoor activities. In her spare time, Rosie coaches a youth swim team and trains for Ironman 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 pattering 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), led 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 Concourses 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 458 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 at his dad's auto restoration business; organizing nuts and bolts, detailing cars or doing clerical work. That was his introduction to the car world.

When he's not working, you can find Addison at Giants and Rivercats games with his fiancée Amanda or they may be attending a concert together. The couple will wed in November with Amanda's daughter Alexis alongside wearing a huge smile. Addison used to love going to the dog park with Lilly but now she watches over everything he does as his guardian angel.

BRANDON T. 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 fifteenth 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 and Luke. 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 and currently resides in Long Beach. He works as a Project Controls Specialist for a railroad engineering firm. In his free time, he enjoys roller blading on the beach, swimming and traveling.

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 and Luke.

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.
FERDIG
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 Bachelor of Science in political science and a minor in management. McKinley is an Assistant Manager for Irvine Company Office Properties and lives in Southern California with her husband Scott.

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 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 in technology consulting helping Fortune 500 companies with their digital business transformation efforts. His passion for cars started when he was ten years old after riding in his brother's Fiat Spider convertible for the first time. David started restoring cars at the age of fifteen with his dad. He enjoys meeting all the wonderful people who work at 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.

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!

ADVISORY BOARD

JILL YOUNG
ART DIRECTION



Jill has been working with the Concours on their design work for the past four 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!

Chitty Chitty Bang Bang



Count Louis Zborowski, a flamboyant playboy who, at the age of 16, had reportedly become the fourth richest person in the world under the age of 21, following the death of his fabulously wealthy mother. Known as the savior of Aston Martin in 1920 with a timely infusion of funds from his vast inheritance, he went on to race for the marque both at Brooklands Raceway and the 1923 French Grand Prix.

With a member of the American Astors for a mother and an extremely wealthy and titled European father who was also a race car driver, the Count became a brilliant mechanical engineer who used recycled airplane engines from World War I to construct four highly successful race cars. Three of the racers were named "Chitty Bang Bang" after the echoic nickname given to the engines by pilots during the War. The fourth vehicle was called the "Higham Special" for Zborowski's ancestral home, Higham Park.

Ian Fleming wrote the book *Chitty Chitty Bang Bang* for his son's amusement after being a guest of Walter Wigham who had purchased the Higham. The count may have been departed by then but he undoubtedly was not forgotten, since one of his many exploits had been the construction of a railway encircling the estate which is still in operation today.

Perhaps the suggestion that Aston Martin, James Bond's signature marque, is simply another degree of separation between Zborowski and Fleming is too much conjecture. The only sure thing is that the Count would applaud the connection.

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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



THE CONCOURS SAYS GOODBYE TO *Richard Niello, Sr.*

JUNE 14, 1922 - JUNE 4, 2022

Mr. Niello or “Senior” as we all called him on the concours team, was always a joy to spend time with at the Niello Concours at Serrano. One of us from the team would drive him around the concours in a golf cart which provided him the opportunity to admire the motor cars on display and to say, “Hello” to the many people who knew him and were glad to see him. He was always so kind and gracious.

Richard Louis Niello Sr. was born on June 14, 1922, and passed away on June 4, 2022. We celebrate his nearly 100 years of life remembering him and his legacy with so much love and many fond memories for the amazing man he was. Father, husband, grandfather and great grandfather he was a man of honor, integrity and great generosity, highly esteemed by those who knew him, loved him and worked with him.

After graduating from the University of California, Berkeley in 1943 he joined the Navy and first attended Officer Candidate School at Northwestern University near Chicago. His high school and college sweetheart, Ellen Louise Fay, joined him in Chicago where they were married on May 13, 1944. He was commissioned an Ensign and served aboard a destroyer escort in the 3rd Fleet in the Pacific Ocean Theater during WWII.

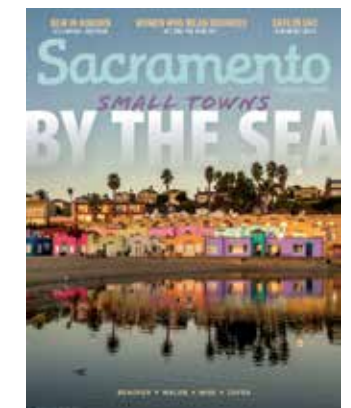
Returning from serving in the Navy, Richard’s life shifted into the lane of motor cars when he joined his father at the Packard & Pierce Arrow dealership in San Francisco. After that dealership closed with the discontinuance of Packard, he joined the sales force of a Cadillac dealership in San Francisco. There he met Wes Lasher and within a few years they started a Volkswagen dealership together in Sacramento.

Richard eventually purchased the other VW dealership in Sacramento when that dealer passed away. He and Wes separated as business partners at that time but remained close life-long friends. Niello VW became Niello VW-Porsche and then split to add Niello Porsche Audi. In the 1970s, his sons, Rick, Roger and David joined him. Since then, the business he founded has expanded to ten locations representing nine franchises.

Richard loved boating on Lake Tahoe and was an active member of the Tahoe Yacht Club. He also loved the art of the automobile, which was witnessed by whoever drove him around the concours. His admiration for the variety of vehicles that were on display each year was like a walk down memory lane for him. That’s what is so amazing about the automobile, sure it carries you down the road, but to a bygone generation, it has the ability to carry you back in time.

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We are thrilled to announce the future home of Jaguar Land Rover Sacramento on Auburn Boulevard. Conveniently located just off I-80 in Sacramento, we look forward to welcoming you to this new, state-of-the-art facility for all your service, parts and sales needs. On the Niello Patio today, let us introduce you to the newest product offerings while you take a peek of the future facility.

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408.354.4000

Visit The Luxury Collection on the green to see the newest models from their British luxury car brands, Aston Martin, Bentley and Rolls-Royce. 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!

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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.

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.

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Sacramento Magazine is the region's most sophisticated lifestyle publication, committed to celebrating our local lifestyles by providing information that enlightens our readers. We are also proud 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 4, 2022 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.

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X-Golf America is the developer of a high-end golf simulator, the centerpiece of an entertaining indoor golf and bar-restaurant concept. The technology is the most comprehensive indoor golf tracking system available, giving players the ability to accurately replicate all golf shots, including short game. Measuring ball speed, launch, direction and spin along with club path, impact and speed, the X-Golf system performs over 6,000 calculations per second. Since launching in 2016, X-Golf has successfully maintained 50+ locations and plans to double in size again in 2022.

X-Golf El Dorado Hills will be the first franchise location in Northern California. Opening soon in the El Dorado Hills Town Center, the facility will feature seven simulator bays, bar and kitchen with a large outdoor patio. The location will offer hourly bay rentals, lessons from PGA Certified Pros, leagues, tournaments and private events. Rain or shine, it's always a comfortable 72 degrees at X-Golf! For more information visit: xgolfeldoradohills.com.



2022 Niello Concours at Serrano

ENTRIES

Celebrating the British Marques

CLASS B-3 JAGUAR XK 120, 140 & 150

1953 Jaguar XK 120
Fred Chapman of El Dorado Hills,
California

1955 Jaguar XK 140 FHC/SE
Geoffrey Horton of Sonora, California

1954 Jaguar XK 120
Jeffrey Len of Roseville, California

1954 Jaguar XK 120
Allan McCrary of Vacaville, California

1956 Jaguar XK 140 DHC SE
Jim Perell of Loomis, California

CLASS B-4 JAGUAR E-TYPE

1969 Jaguar XKE Coupe
Chris Daniels of El Dorado Hills,
California

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

1961 Jaguar Series 1 OTS
The Niello Company of Sacramento,
California

1969 Jaguar E-Type Series II OTS
David Shield of Loomis, California

CLASS B-5 ASTON MARTIN MODERN CARS

2014 Aston Martin Vantage
Jann Bron of Fair Oaks, California

2005 Aston Martin DB9
Jeffrey Gustafson of El Dorado Hills,
California

2007 Aston Martin Vantage V-8
David Hawkyard of Roseville, California

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

2007 Aston Martin V8 Vantage
Allan McCrary of Vacaville, California

2005 Aston Martin DB9
Gary Raskie of Rocklin, California

2007 Aston Martin Vantage V8
David Shield of Loomis, California

CLASS B5V ASTON MARTIN VINTAGE CARS

1964 Aston Martin DB5
Paul Carrubba of Aptos, California

1954 Aston Martin DB 2/4 Drophead
Coupe
Michael Stone of Kingston, Washington

1957 Aston Martin DB 2/4 MKII
Russell Taft of Benicia, California

1959 Aston Martin DB MKIII
Russ & Bob Taft of Benicia, California

CLASS B-6 ROLLS-ROYCE AND BENTLEY PRE-WAR

1937 Bentley 3 1/2 Litre
Richard Howitt of Davis, California

CLASS B-7 ROLLS-ROYCE AND BENTLEY POST-WAR THROUGH 1965

1955 Bentley S1
Dave Cassady of Tahoe City, California

1959 Rolls-Royce Silver Cloud II
Will Eber of El Dorado Hills, California

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

CLASS B-8 ROLLS-ROYCE & BENTLEY 1966 THROUGH 1990

1987 Rolls-Royce Corniche II
Robert Blake of Santa Clara, California

CLASS B-10 BRITISH SPORTS CARS POST-WAR THROUGH 1959

1956 Austin Healey 100/4
Douglas & Linda Cook of Granite Bay,
California

1958 MG A
Don & Pamela Davis of Gold River,
California

1951 MG TD
Douglas McClaffin of Rocklin, California

1957 Austin Healey 100-6
Steve Rudy of Gold River, California

CLASS B-II BRITISH SPORTS CARS 1960 THROUGH 1980

1967 Austin Healey BJ7
Randy Andorko of Elk Grove, California

1965 Sunbeam Tiger MK 1
Kenny Blomgren of Placerville, California

1968 MG Mark 1
Freddy Cohan of Sacramento, California

1964 Triumph Spitfire 4
Barry Connally of Las Vegas, Nevada

1959 Daimler SP 250
Charles DeCuir of Granite Bay, California

1967 MG B
Tobin Dougherty of Nevada City,
California

1960 Lotus Elite Series 2
Jay Embree of Granite Bay, California

1968 Morgan Plus Four Roadster
Susan Morgan of Folsom, California

1960 Lotus Elite Series 1, Type 14
David Rossiter of Folsom, California

1966 Sunbeam Tiger MKIA
Paul Wankle of Lincoln Hills, California

CLASS B-12 BRITISH SPORTS CARS 1981 THROUGH PRESENT

2011 Lotus Exige S260 Sport
Joel Christeson of Folsom, California

1989 Caterham Seven
Jon Henry of Folsom, California

2012 Mini Cooper/R56
Joli Ling-Tsai of Davis, California

2012 Jaguar Coupe/XK (X150-Internal
Designation)

Dennis Purpura of El Dorado Hills,
California

1996 Jaguar XJS Convertible
Lee Sheldon of Lincoln, California

CLASS B-14 BRITISH PASSENGER CARS POST- WAR

1995 Jaguar XJ 6 Vanden Plas
Albert Boasberg of Daly City, California

1966 Jaguar Mark X
Philip Endliss of Menlo Park, California

CLASS A CLASSIC CAR CLUB OF AMERICA, APPROVED CLASSICS 1915 THROUGH 1948

1934 Packard 12 Victoria
Academy of Art University of
San Francisco, California

1930 Packard 740
Kirk Bewley of Sacramento, California

1947 Cadillac Fleetwood Sixty Special
Rodney Dahlgren of Napa, California

1933 Pierce-Arrow 1236 Salon Club
Sedan
Lynn Kissel of Cameron Park, California

1946 Chrysler New Yorker T&C
Convertible
Galen Klokkevold of Auburn, California

1937 Cord 812 Phaeton
Kenneth Miselis of Stockton, California

1932 Chrysler CL Imperial
Lorenzo Nannini of Pine Grove,
California

1927 Marmon "L" Little Marmon
Donald Sande of Carmichael, California

1935 Packard Senior 4 Door Convertible
The Niello Company of Sacramento,
California

CLASS COBRA

2020 Shelby Cobra 289 Slabside
Cobra/MkII
Jerry Grigsby of Fair Oaks, California

1965 Cobra 289 CSX 2560
Phil White of Portola Valley, California

1964 Cobra 289 CSX 2382
Phil White of Portola Valley, California

1964 Shelby 289 Cobra
Jack Wright of Granite Bay, California

CLASS E PRESERVATION CLASS

1948 Studebaker Commander Land
Cruiser
David Felderstein of Sacramento,
California

1962 Lotus 7A
Dann Shively of Folsom, California

CLASS F MUSCLE CARS

1970 Chevrolet Camaro Z28
Richard Gautier of Elk Grove, California

1965 Shelby Mustang GT350
David Helling of Placerville, California

1970 Pontiac Trans Am Ram Air III
Joe Hensler of Fair Oaks, California

1965 Ford Mustang Fastback
Kevin Riggs of Fair Oaks, California

1971 Pontiac GTO Judge Convertible
Dave Stanger of Cottonwood, California

1970 Ford Boss 302 Mustang
Carl Stein of Carmichael, California

1969 Chevrolet Camaro
Jamie Timms of El Dorado Hills,
California

1969 Mercury Convertible XR7 Cougar
Louie Toro of Sacramento, California

**CLASS F-4
FERRARI
1990 THROUGH PRESENT**

2021 Ferrari F8 Spider
Jason Bamberg of Loomis, California

2012 Ferrari California
Kit Rodden of McClellan, California

2022 Ferrari Portofino M
Cole Sweatt of Roseville, California

**CLASS M
ANTIQUES THROUGH 1919**

1913 Pope Hartford
Joe Hensler of Fair Oaks, California

CLASS MILITARY

1948 Willys CJ2A
John & Linda Burg of Oroville, California

1962 American Motors M422A1
Mighty Mite
Mark Peterson of El Dorado Hills,
California

1941 Willys MA Proto Type Jeep
Jim Strauss of Diamond Springs,
California

**CLASS P
AMERICAN MANUFACTURE
1947 THROUGH 1969**

1956 Plymouth Fury
Gary Day of Somerset, California

1957 Chevrolet Bel Air
Charles Green of Woodside, California

1955 Chevrolet Nomad
Beverly Handelman of El Dorado Hills,
California

1964 Chevrolet/Covair
Greenbrier Camper Van
David Oyler of Rancho Cordova,
California

1936 Ford Cabriolet
Norma Petersen of Cameron Park,
California

1966 Ford Mustang
Dennis Peterson of Granite Bay,
California

1947 Frazer Manhattan
Larry Rodkey of Elk Grove, California

1949 Oldsmobile Futuramic 98
Chris Rowell of Orangevale, California

**CLASS PL
AMERICAN LUXURY
1949 THROUGH 1969**

1963 Lincoln Continental Convertible
Dale Gretzinger of El Dorado Hills,
California

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

1953 Chrysler New Yorker Deluxe/
Newport
Randy A. Kunes of Fairfield, California

1961 Chrysler 300G
Barbara Major of Newcastle, California

1962 Chrysler 300 Convertible
Doug Warrenner of Fair Oaks, California

**CLASS Q
EXOTICS**

2008 BMW Z4 M Coupe
Michael Martinson of El Dorado Hills,
California

2006 Lamborghini Murcielago Roadster
Allen Mohanna of Folsom, California

2020 Acura NSX
Al Schubert of El Dorado Hills,
California

2017 Dodge Viper ACR-E
Tisha Straight of Folsom, California

2017 Dodge Viper ACR-E
Justin Waldner of Folsom, California

**CLASS T
AMERICAN SPORTS CARS
1953 THROUGH 1967**

1959 Chevrolet Corvette
John Clemens of El Dorado Hills,
California

1957 Ford Thunderbird
Deborah Clendenning of El Dorado Hills,
California

1958 Chevy Corvette C1
Dan Quam of Roseville, California

1957 Ford Thunderbird
Joe Ryan of Cameron Park, California

1962 Chevrolet Corvette
Cheryl Wiegand of Orangevale, California

**CLASS T-C2
CORVETTE
1963 THROUGH 1967**

1967 Chevrolet Corvette Coupe
Moseley Collins of El Dorado Hills,
California

1965 Chevrolet Corvette Convertible
Ken Ruthenberg of Gold River, California

1967 Chevrolet Corvette Convertible
Rob Wright of Bend, Oregon

**CLASS V 356
PORSCHE 356**

1963 Porsche 356 S90
Jack Banville of Granite Bay, California

1957 Porsche 356 CAB
Jeffrey Len of Roseville, California

**CLASS VRC
VINTAGE RACE CARS**

1971 Lotus 11
Doug Gale of Granite Bay, California

1965 Morgan SS Low Body
Paul Marchant of Lafayette, California

1956 Lotus LeMans
Mark Sange of Bolinas, California

1969 Alfa Romeo 1750 GTV
Steve Semenzato of Auburn, California

**CLASS VW
VOLKSWAGEN BEETLE**

1955 Volkswagen 111
Peter Coffey of Grass Valley, California

1956 Volkswagen Oval-Sunroof
Kelly McGrath of Vacaville, California

1966 Volkswagen Beetle
Brent Sather of Folsom, California

**CLASS VWB
VOLKSWAGEN BUS**

1962 Volkswagen Transporter Double Cab
Chris Heffington of Folsom, California

1958 Volkswagen Bus
Ron Mainer of Carmichael, California

1965 Volkswagen 21 Window Bus
Bryan Sather of Folsom, California

**CLASS W
FOREIGN SPORTS CARS 1957
THROUGH 1986**

1963 Apollo GT 5000
Tom & Liz Davis of El Dorado Hills,
California

1962 Ferrari 250 GTE
Bill Finkbeiner of Auburn, California

1981 Delorean DMC-12
Stephen Ivie of El Dorado Hills,
California

1972 Alfa Romeo Berlina
Peter Lundquist of Fremont, California

1977 Porsche 911
John McNamee of Rancho Murieta,
California

1986 Ferrari 328 GTS
Hans Nettel of Fair Oaks, California

1963 Hawk 289 Cobra Roadster
Glenn Stasky of Folsom, California

1981 DeLorean DMC-12
Rich Wipfler of Menlo Park, California

**CLASS Z
FOREIGN PASSENGER CARS
1957 THROUGH 1979 OVER \$5,000**

1969 Mercedes Benz 280 SE Cabriolet
William Brooks of Santa Cruz, California

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

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

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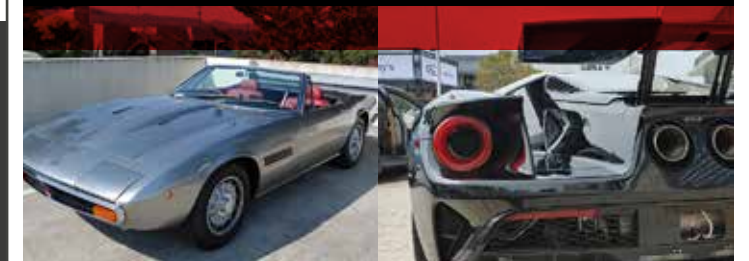
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BEST OF SHOW AWARD WINNERS

- 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
- 2021** 1957 Chrysler Ghia Super Dart 400
owned by John White of Sacramento, California

BEST OF SHOW

2021



1957 CHRYSLER GHIA SUPER DART 400

John White - Sacramento, California

2021 NIELLO CONCOURS AT SERRANO

**SPECIALTY
AWARD WINNERS**

**The Honorary
Judges Award**



1932 Auburn 8-100A Cabriolet
David Knopp - Roseville, California

**The Most Elegant
Motor Car Award**



1907 Peerless Model 16
Kirk Bewley - Sacramento, California

The Best Finish Award



1941 Cadillac 62 Convertible
Joe Hensler - Fair Oaks, California

DeArcos Family Choice Award

In Honor of Tony DeArcos



1963 Austin Healey Mark 11 BJ7 3000
Randy Andorkos - Elk Grove, California

Outstanding Entrant Award

In Honor of Gayle Horton



1968 Fiat Michelotti Shellete
Barbara Major - Newcastle, California

The Chairman's Award

In Honor of George A. Moore



1940 Packard 160 Coupe Convertible
John VanSpeybroeck - Arcata, California

Favorite Porsche Award

In Honor of Richard Niello, Sr.



1951 Porsche 356 Splitwindow Coupe
Steven Berggren - Rancho Murieta, California

Outstanding Cobra Award



1967 Shelby Cobra 427
Bruce Canepa - Scotts Valley, California

2021 NIELLO CONCOURS AT SERRANO

CLASS AWARDS

CLASS A

Distinctive Motorcars Open
1915 to 1948



1940 Packard 160 Coupe Convertible
John VanSpeybroeck - Arcata, California

CLASS B

Distinctive Motorcars Closed
1915 to 1948



1933 Chrysler CL Imperial
Larry Nannini - Pine Grove, California

CLASS AM

Aston Martin



2012 Aston Martin Vantage S
Jed Deame - El Dorado Hills, California

CLASS E

Preservation Class
of Unrestored Motorcars



1957 Chrysler Ghia Super Dart 400
John White - Sacramento, California

CLASS F

Muscle Cars
1963 to 1973



1963 Plymouth Savoy
Rico Petrini - Loomis, California

CLASS F-2

Ferrari to 1974



1972 Ferrari Dino
Joe Hensler - Fair Oaks, California

CLASS F-3

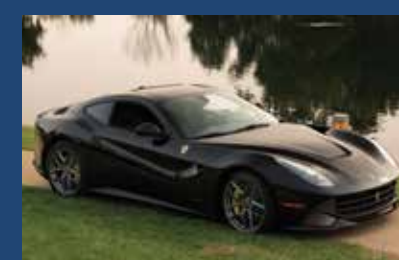
Ferrari
1975 to 1990



1986 Ferrari 328 GTS
Edward Cabelera - Sacramento, California

CLASS F-4

Ferrari
1991 to 2021



2014 Ferrari F12
Ryan DeAngelis - Province California

CLASS N

Vintage Motorcars
through 1949



1948 Willys CJ2A
David Burg - Oroville, California

CLASS CCT

Cobra Tributes



2020 Shelby Cora Replica 289 Slab-side Cobra/ MKII Anniversary Edition
Jerry Grigsby - Fair Oaks, California

CLASS CS1

Cobra Series 1



1999 Shelby Series 1
Cary Johnston - Rocklin, California

CLASS CCSM

Shelby Mustang



1970 Shelby GT 500
Rick Caron - El Dorado Hills, California

CLASS P

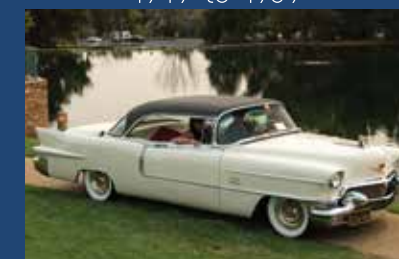
American Manufacture
1949 to 1969



1957 Chevrolet Bel Air Sport Coupe
Steve Kramer - Shingle Springs, California

CLASS PL

American Manufacture Luxury
1949 to 1969



1956 Cadillac El Dorado Seville
Richard Colombero - Sacramento, California

CLASS Q

Exotic Motorcars



2016 McLaren 570S
Jeremy Burr - El Dorado Hills, California

CLASS CCC

Cobra Competition



1965 Cobra 427 Competition
Phil White - Portola Valley, California

CLASS CC-1

Cobra 289



1964 Shelby Cobra 289
Gordon & Sandy Gimble
Roseville, California

CLASS CC-2

Cobra 427



1967 Shelby Cobra 427
Bruce Canepa - Scotts Valley, California

CLASS SAR

Historical
Sacramento Racecars



1930 Sprint Car #88 Skoal
Bill Krauley - Fair Oaks, California

CLASS T

American Sports Cars
1953 to 1967



1955 Chevrolet Corvette
Galen Klollefeld - Auburn, California

CLASS TB

Thunderbird



1957 Ford F Series Thunderbird
Alan Biagi - Rodeo, California

CLASS U

Foreign Sports Cars through 1956



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

CLASS V

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



1965 Porsche 911
David Rossiter - Folsom, California

CLASS VO

Foreign Sports Cars Under \$5,000 Open 1957 to 1979



1963 Austin Healey
Mark 11 BJ7 3000
Randy Andorko - Elk Grove, California

CLASS V356

Porsche 356 Motorcars



1951 Porsche 356 Splitwindow Coupe
Steven Berggren - Rancho Murieta, California

CLASS VRC

Vintage Racecars



1966 Shelby Trans Am
Group II Mustang
Carl Stein - Carmichael, California

CLASS W

Foreign Sports Cars Over \$5,000 1957 to 1984



1977 Lamborghini LP400
Countach Periscopio
Curtis Popp - Sacramento, California

CLASS XKE

60 Years of the E-Type Jaguar



1969 E-Type Roadster
David Shield - Loomis, California

CLASS Y

Foreign Passenger Cars Under \$6,000 1957 to 1979



1964 Fiat 500D
Luigi Caminiti - Rancho Cordova, 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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KEEP A STIFF UPPER LIP

The History of the "Keep Calm and Carry On" Poster

The British have always been regarded as being unemotional, which could be viewed as a negative trait, but it has helped the Brits develop the skill of keeping a stiff upper lip. This attitude was reflected in a war time poster that ever saw the light of day during WWII, but when discovered many years later became a symbol of that most British of attitudes, the simplicity and quintessential Britishness of the five-word message being the very model of British restraint.

The British Ministry of Information created the Keep Calm and Carry On poster in the summer of 1939 to allay the fear of the English population should Germany invade them. Two-and-a-half million copies of the poster were printed on the eve of WWII in anticipation of the outcome. Thankfully the feared invasion of Britain did not occur, thus the poster was never officially seen by the public but remained in storage throughout the war.

The message was all but forgotten until 2000, when a copy was discovered in a box of books bought at auction by Stuart Manley, a bookseller from Northumberland, England. He didn't have any idea what the poster was, but decided it should be framed and put on display in his book shop. After refusing all offers to sell the framed original, he eventually decided that copies should be made and sold.

Sales remained modest until 2005, when the poster was featured as a Christmas gift idea in a national newspaper supplement. "All hell broke loose," says Mr. Manley. "Our website broke down under the strain, the phone never stopped ringing and virtually every member of staff had to be diverted into packing posters."

The design has been reproduced on T-shirts, coffee mugs, shopping bags and cufflinks. People are drawn to the calming Britishness of the message, says Mr. Manley.

"It's interesting to look at the kind of places we often sell to; doctors' offices, surgery centers, hospitals, schools and government departments. It seems to strike a chord anywhere that works at a hectic pace."

Rescued from obscurity after many years, the poster's appeal for calm has risen to cult status. Although it originated during a time when Britain was in great peril, there is no attempt at Nationalism here and no appeal to a false and manifestly unreal triumphalism. Instead, the remedy to potential catastrophe is the wonderfully understated "Keep Calm and Carry On."



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