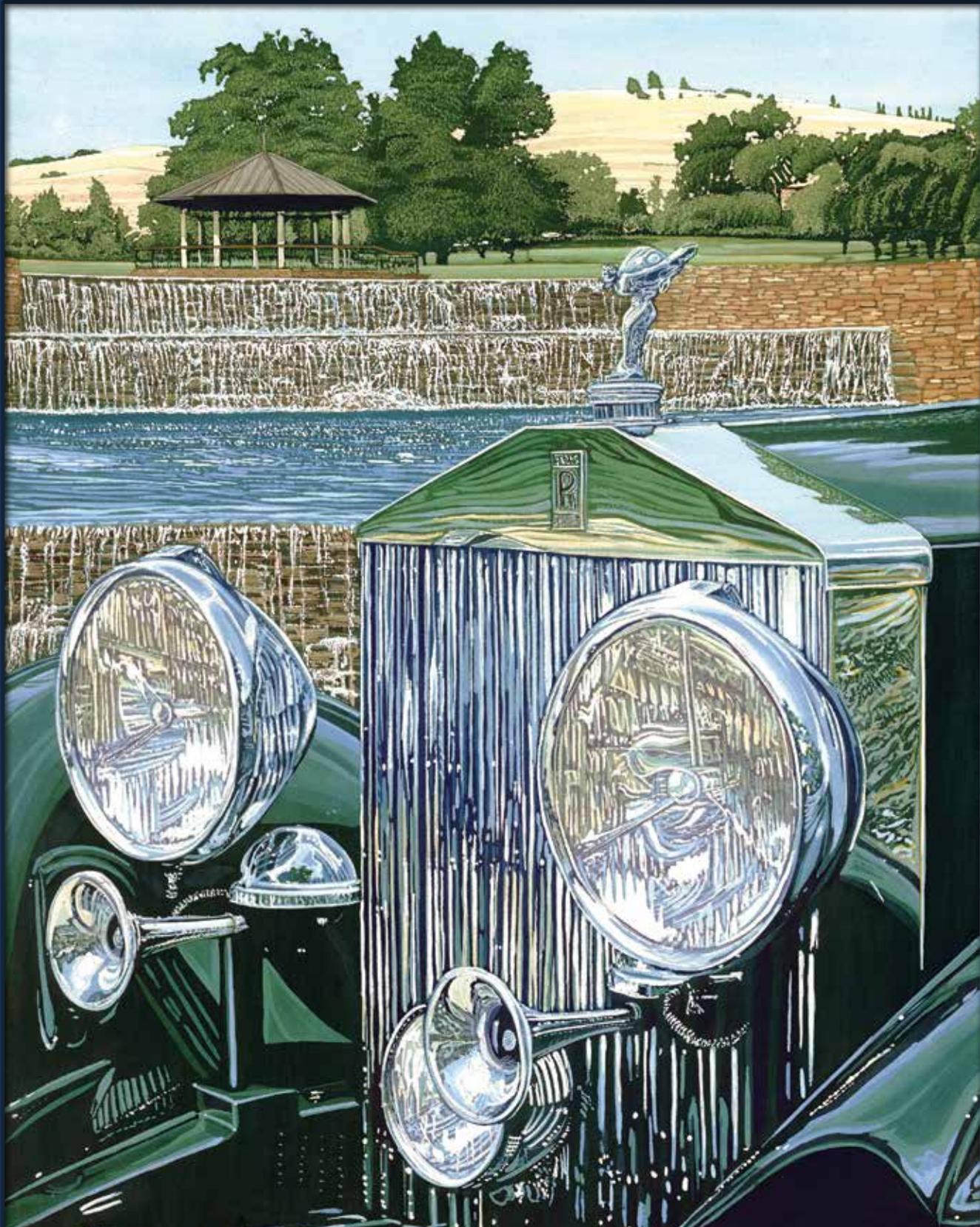


NIELLO
CONCOURS at SERRANO



October 6, 2013

Celebrating Ten Years of Concours Excellence



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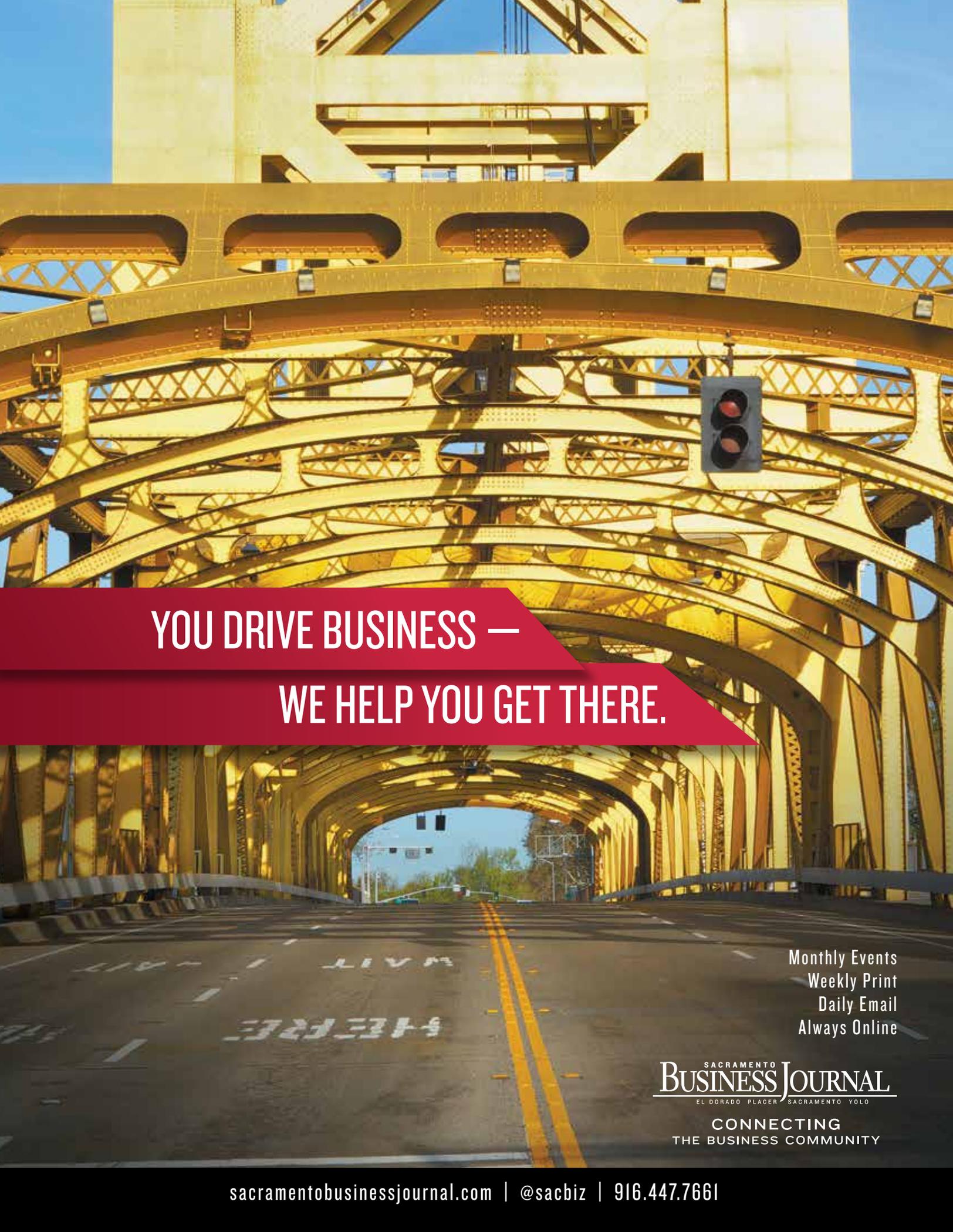
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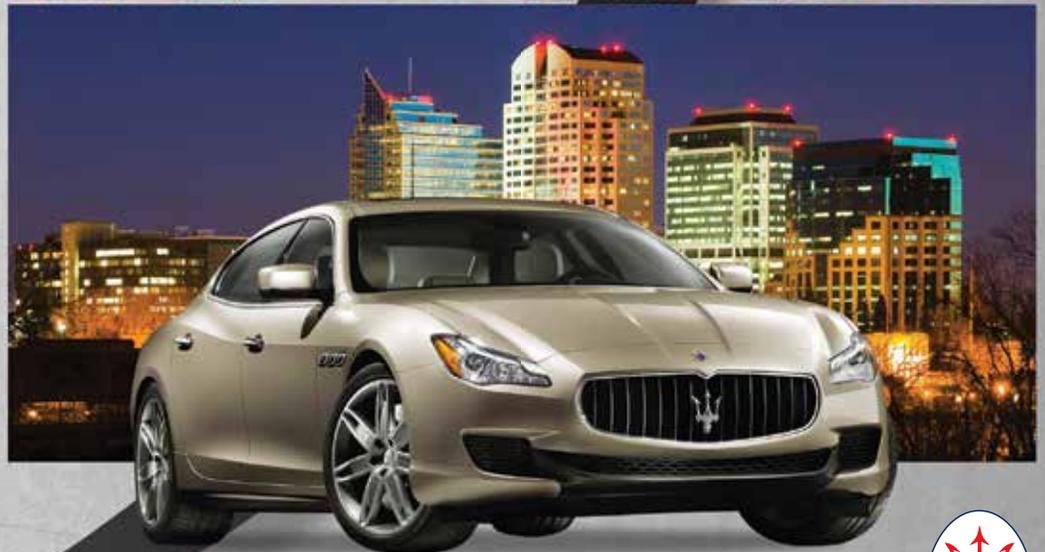
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For over 90 years, The Niello Company has focused on bringing some of the most unique and distinctive automobiles in the world home to some of the most discerning and well-informed enthusiasts in the region. As the area's premier dealership group, The Niello Company has been able to focus on one thing and one thing only, the most comprehensive and personal automotive experience in the market. Whether it's the always exciting new vehicle launch events or the fun-filled exclusive driving tours, The Niello Company will always be committed to providing the best automobiles combined with the most exceptional service in town. Visit one of our thirteen exclusive Niello dealerships today, we think you'll agree.



THINKNIELLO

Welcome

FROM BRIAN & MICHELE MOORE



Ten years! We can hardly believe it. The time has flown by. This event has always been a labor of love for us and it is so rewarding to celebrate this milestone with all of you here today! This year at the tenth annual Niello Concours at Serrano we will honor a marque that was featured the inaugural year of this event, Rolls-Royce Motor Cars. We also will celebrate 50 Years of Lamborghini and the Porsche 911. The diversity of these brands, along with the other marques entered, should make for an interesting array of motorcars on the green.

We are very pleased to be able to support the life changing work of Boys & Girls Club, El Dorado County with this concours today. The *Shaken not Stirred* fashion event will help to raise funds to construct a Boys & Girls Clubhouse to serve the area.

There are no words that can describe the gratitude for the sponsorship of this event by The Niello Company. To stand by our side for these ten years is such a testament to the longevity of this organization. Rick Niello has shared our vision of a premier concours event in Northern California and backed it up with a title sponsorship. As they celebrate their 92nd anniversary this year it is our goal to preserve their high standards, which they have upheld since day one of the companies existence.

Of great importance to this event's success is the fabulous backdrop you see all around you called Serrano. Thank you to Bill Parker, and his Parker Development Company, for allowing us to hold this event in such a picture perfect place.

An event of this scope requires many hours,

put in by many people, whom we cannot thank enough. We have formed lifelong friendships with our Board Members, and have invited lifelong friends to become a part of our Advisory Board. Space does not allow us to thank each one, most of which have been with us since the beginning, but we hope they all know how we feel about their hard work and deep abiding friendship.

We are blessed to have our children work with us today to facilitate this event. Brandon, Kate, Addison, Brookes and McKinley: we thank you for sharing your parents with this event over all these years. To our adopted daughters, Rebecca, Vanessa and Danelle: we remember all the hard work you have contributed on our behalf over these last ten years and appreciate it more than you can know. All of you have had a "yes" answer to our question, "Can you help?" and we will never forget your smiling faces while doing so. We thank you for participating in making this concours all that we had ever dreamed it could be.

A special thank you goes out to the Solid Rock Faith Center who provide us with the many volunteers you will see at the concours today as well as during the days before and after the event as we set up and take down. In turn we proudly support their Lord's Gym Outreach Sports Center. We know they pray for this event every year, and they are all such a blessing to us.

To everyone who supports this event: from the spectators to our generous sponsors, volunteers, advertisers and vendors: really, 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 brought them here to share with all of us today.

Most importantly, we thank God for the strength He gives us and the miracles He performs for this event each and every year. To create this event from an idea in Brian's mind to what you see today has come to fruition with much prayer and faith.

Here's to many more years of meeting together on the first Sunday in October for the Niello Concours at Serrano.

Brian & Michele Moore
Event Organizers



NIELLO
CONCOURS at SERRANO

Celebrating Ten Years of Concours Excellence

*Join us on October 5, 2014
as the tradition continues...*



2013

NIELLO CONCOURS AT SERRANO

Grand Marshal BRUCE CANEPA



We are pleased to have as our 2013 Grand Marshal, Bruce Canepa, a man whose name is well respected within all areas of four-wheel racing. In his racing campaigns, as in his day-to-day life, Canepa knows one speed: flat out.

Bruce grew up as a typical California guy interested in all things with wheels: automobiles, hot rods, sports cars, motorcycles and even trucks—in other words anything he could race. Born and raised in Santa Cruz California, he grew up building model cars and racing dirt bikes and go-karts. By age twelve, his father had taught him how to drive almost everything from his first car, a 1929 Model “A” Ford to a ten-wheel diesel truck. He worked in the family dealership every spare moment, learning about mechanics, fabrication, body and paint.

Canepa started racing as soon as the rules allowed, first in Quarter Midgets and Go Karts, then in Super Modifieds and Sprint Cars. In addition to numerous wins in all types of racing cars, he was awarded consecutive “Rookie of the Year” and “Most Improved Driver” in three different race categories; Sportsman, Modified, and Sprint Cars. In 1978 he broke into sports car racing with appearances in IMSA and Trans-Am competitions. The following year he took his own team, and his Porsche 934 1/2 to the 24 Hours of Daytona. Teaming up Rick Mears and Monte Shelton they finished an amazing third overall. Porsche was so impressed with his performance they provided him with a factory new 935 for the 1979 season.

As the 1980’s began Bruce found himself co-driving with Gianpiero Moretti in the famous MOMO team Porsche 935 at Daytona, Mid Ohio, and Riverside. Always up for new four-wheeled challenges,

Bruce decided to compete at the Pikes Peak International Hill Climb in 1981. He brought with him his custom designed Porsche twin-turbo powered open wheeler. To everyone’s surprise, on his first visit to the legendary mountain climb, he qualified first, and finished an unbelievable second overall. He would revisit the mountain nineteen years later, setting the course record for tandem axle big rigs in 2000, 2001, and in 2002 he crossed the line in 13:57.800 - a record that still stands today. In 1982 he was back at the 24Hours of Daytona co-driving with Bobby Rahal and Jim Trueman in the first MARCH GTP “Ground Effects” Prototype. He followed that with a drive in the Electrodyne Lola T600 at the Riverside 6 Hours in 1984. Bruce closed out the 1980’s successfully competing in his own Porsche 962 at West Coast IMSA events.

Currently he races historic events in a variety of cars ranging from Trans-Am to IMSA GT, GTP to Can-Am. Future plans include teaming up with So-Cal Speed Shop and GM Performance for a new challenge; breaking the G/Blown Fuel Competition Coupe land speed record at Bonneville in the Chevrolet HHR, a vehicle capable of speeds in excess of 270 miles per hour.

Since 1980 Bruce has not only piloted powerful racecars, but also his own successful automotive companies, Canepa and Concept Transporters. Bruce is very much a hands-on CEO; combining his business acumen, racing intensity, and a focus on detail that has garnered him a worldwide reputation of quality, performance, and style not unlike the automobiles themselves assembled on the green today at the 10th Annual Niello Concours at Serrano. •

NIELLO CONCOURS at SERRANO

October 2013

11	WELCOME FROM BRIAN & MICHELE MOORE	40	LAMBORGHINI EMBLEM
13	GRAND MARSHAL BRUCE CANEPA	42	LAMBORGHINI—CELEBRATING 50 YEARS
16	WELCOME FROM RICK NIELLO	46	PORSCHE IN SACRAMENTO
19	WELCOME FROM BILL PARKER	48	FIFTY YEARS OF THE PORSCHE 911
20	2013 SPONSORS	50	THE PREVAILING PORSCHE 911
22	2013 AWARDS	52	ADVISORY BOARD
24	HONORARY JUDGES	56	VENDORS ON THE GREEN
26	COVER ARTIST	59	MOBILE TECHNOLOGY FROM AUTO INFORMANT
28	THE HISTORY OF ROLLS-ROYCE	61	TRAVELIN' WITH A CONCOURSIN' MAN
30	SPIRIT OF ECSTASY	62	2013 CLASSES
31	THE SALLY STANFORD ROLLS-ROYCE	66	60 YEARS OF THE CORVETTE
32	DEFINING THE BEST	75	2012 WINNERS
34	BENTLEY ~ PROOF PERSISTENCE HAS REWARDS	80	EVOLUTION OF A CONCOURS
36	IT'S A WONDERFUL LIFE	82	DEFINING A CLASSIC
38	CARS BETWEEN THE WARS		

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Welcome FROM RICK NIELLO

Welcome once again to the Niello Concours at Serrano. Today celebrates the 10th Anniversary of The Niello Company acting as the presenting sponsor of this fine event. We couldn't be more proud to help exhibit some of the most historic vehicles in the world at this Northern California Concours, as well as introduce such an astonishing selection of modern luxury automobiles.

Since 1921, The Niello Company has associated itself with the most exceptional and distinctive automobiles, such as Pierce-Arrow, celebrated at last year's event. My grandfather, Louis Niello, built the foundation of the company in San Francisco and started a legacy of searching out the most innovative vehicles in the industry; Pierce-Arrow and Packard were among these. The Niello Company has since moved to Sacramento. To this day, over 92 years later, the company continues to seek out exceptional automobiles and present them in state-of-the-art dealerships. Most recently, we have had the opportunity to expand the Italian automotive reach by reintroducing FIAT to the region, which we sell alongside Maserati, with Alfa Romeo soon to follow.

This year, we are delighted to celebrate the Marque of Porsche with the 50th anniversary of the Porsche 911. Niello Porsche in Rocklin is the oldest Porsche dealership in the country, so we are more than thrilled to hold this honor. This is a pinnacle vehicle. As you walk the grounds today, make sure to stop by the patio area for an impressive display of the

Porsche 911, then and now.

Along with Porsche, we represent ten other franchises, with a twelfth on the way. Our marques are some of the world's finest including; Audi, Acura, BMW, FIAT, Infiniti, Jaguar, Land Rover, Maserati, MINI, and VW. We are committed to providing distinctive automobile products and exceptional service while treating our customers and employees with unyielding integrity; so proclaims The Niello Company mission statement. Last year, four of our dealerships were named in the Top 100 Best Dealerships to work for in North America by Automotive News and the National Automobile Dealers Association. This year, we've done it again: Niello Porsche and Land Rover Rocklin are receiving this recognition for the second year in a row, with Niello Audi and Niello BMW Elk Grove making the list as well.

Special thanks to Brian and Michele Moore for their endless passion and commitment to creating an automotive event like no other. I hope you enjoy this phenomenal day, this exquisite setting and, most importantly, this magnificent display of fine automobiles.

Best regards,

Rick Niello
President, The Niello Company





Think 50 Years of Legendary.

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Niello Porsche

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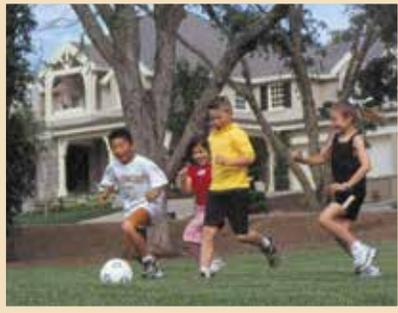
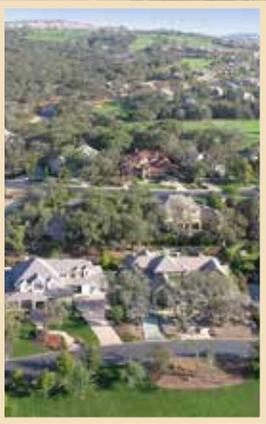


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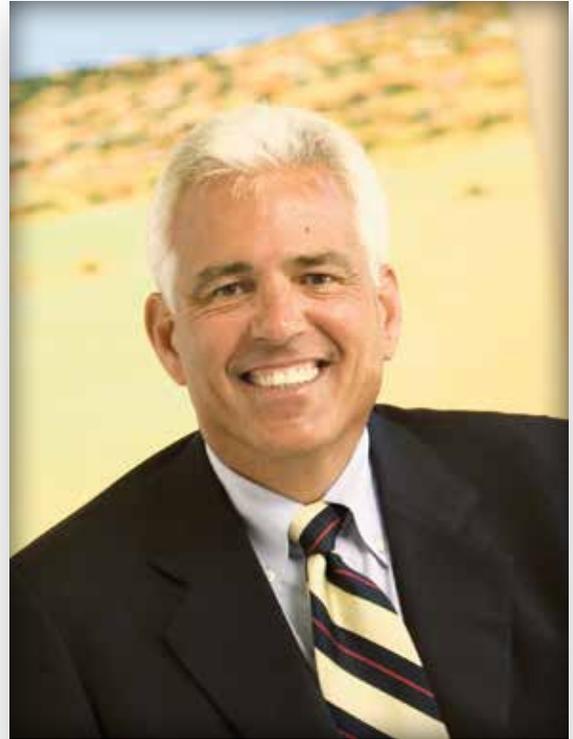
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2013

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WELCOME FROM
**BILL
PARKER**



Celebrating its Ten Year Anniversary this year, Serrano is proud to once again be the host the Niello Concours at Serrano. Each year I am thrilled to walk onto the Village Green of Serrano to find so many people enjoying this amazing event. It is the only place locally where one can find the best motorcars from all over the world, all in one place, on one day. As you stroll, you find there is much more. From the cars to the music, fashion, food and wine; this event is put together better than any I attend throughout the year.

For me, it is such a joy to walk through the grounds and see a mixture of old and new. I can take a walk back through time. I can enjoy cars of the past, cars from my youth, and even cars from today that I would love to own.

Over these last ten years Serrano has grown and so has the Concours. We have always held the development of Serrano to the very highest of standards. Those standards earned Serrano the honor of being named the best master-planned community in the United States. That is part of what made Serrano a good match for the Niello Concours, the absolute commitment to use only the highest of standards.

It is, and has been an honor to host the Niello Concours at Serrano. We are thankful that Michele and Brian Moore of Premier Concours Promotions have, year after year, decided to pair their vision with ours.

I hope everyone enjoys this wonderful event.

Very truly yours,

Bill Parker

President, Parker Development Company

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CONCOURS at SERRANO

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Niello Porsche



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2013 Awards

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BEST OF SHOW AWARD

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In Honor of George A. Moore

GRAND MARSHAL AWARD

HONORARY JUDGES AWARD

MOST ELEGANT MOTORCAR

OUTSTANDING ROLLS-ROYCE MOTOR CAR

OUTSTANDING LAMBORGHINI AWARD

OUTSTANDING PORSCHE 911 AWARD

OUTSTANDING CORVETTE AWARD
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Zsa Zsa Gabor



Liberace and his mother



The Beatles

Honorary Judges

Tom Boutos

Superior Metal Craft



Sacramento native Tom Boutos has been repairing, restoring and building car bodies for over four decades. His business, Superior Metal Craft, has been the source of replacement panels for cars and airplanes for almost thirty years. His early interest was one of building highly detailed model cars. Later as a teenager he began “customizing” his own cars, and went on to do the same for his friend’s.

Boutos’ first significant body restoration took place when he was still a teen. The client, a local foreign car parts supplier named Larry Taylor; the car, a 166 Ferrari Barchetta. The project was featured in the *Automobile Quarterly* book series on the subject. This exposure would later lead to a job with the legendary collector and author Joel E. Finn.

Tom traveled to Connecticut, to work amongst an amazing selection of cars and people in that area. It was there, in the mid 1970’s, that he first worked with the “English Wheel” a machine from the dawn of industrialization that is used to form compound curvature in sheet metal and ultimately the handmade car bodies that he makes today. He has often been called upon through the years for automotive related expert testimony. He enjoys many interests including his pets, playing various musical instruments, and engineering high-end sound systems for both musicians and audio files.

Martin Camsey

Vice President and Chief Financial Officer- The Niello Company



Martin Camsey worked for Price Waterhouse for five years before joining The Niello Company in 1987. He is currently Vice President and Chief Financial Officer for this respected group of automobile dealerships. Martin has been involved as a volunteer or board member with charitable organizations including Junior Achievement,

Sacramento Metropolitan Chamber of Commerce, The Salvation Army Adult Rehabilitation Center Advisory Council, Planned Parenthood, Sacramento Children’s Museum, Sutter Hospital Foundation. Family Services Agency and the Stanford Home for Children. He graduated from Wantagh High School in New York and CSU Sacramento. Martin has loved cars since his stroller days, when his mother would tell him what each car was. Thanks Mom!

Ed Gilbertson

Chief Judge Emeritus – Pebble Beach Concours d’Elegance



Ed Gilbertson is a lifelong motorsports enthusiast who has owned many significant Italian and British sports cars, as well as American and British motorcycles. He has been actively involved in concours judging for 35 years and is a noted authority on judging procedure, proper preservation and correct restoration.

He is the Chief Judge Emeritus for the Pebble Beach Concours d’Elegance and is a member of the Pebble Beach selection committee. He is also Chief Judge Emeritus for both the Palm Beach Cavallino Classic and the Ferrari Club of America, and served as Chief Judge for the Legend of the Motorcycle International Concours. In addition, he has been the Honorary Chief Judge or Chief Honorary Judge for many other concours events across the country.

He has also been actively involved in several shows in Europe, including Chief Judge for the famed FF40 show held in Brussels, Belgium and Honorary Chief Judge for the 60th Anniversary of Ferrari celebration in Maranello, Italy. He also judged at the Louis Vuitton shows in London and Paris and was recently a guest lecturer on a Silverseas cruise speaking about the joy of driving and preserving collector cars.

Ed is a graduate engineer with a financial masters degree. He is an independent investment management professional and the retired founder of a securities investment firm. He also served on active duty with the U.S. Air Force for six years and is a retired reserve officer.

He has been married to his wife Sherry for 41 years. When not judging or organizing events, they can often be found enjoying their cars and motorcycles along the Pacific coast highway and California backroads.

Rick Knoop

Knoop Motorsports



Rick Knoop is an accomplished and versatile racecar driver who has consistently won and placed in the world’s most challenging and prestigious sports car races since 1978. From his victory at the 24 Hours of Le Mans to winning Daytona, Rick continues to amass a stunning racing record that has earned him a spot on factory racing teams including Porsche, Ferrari, Chevrolet, Toyota, Mazda and BF Goodrich.

Rick inherited his extreme passion for professional racing from his father, legendary road racer Fred Knoop, who was among the few drivers

to compete in the Del Monte Trophy races at Pebble Beach from 1950 to 1956.

During his youth, Rick helped operate his family business of breeding and boarding racehorses in Grass Valley, California, and went on to graduate from USC with bachelor's degrees in Economics and Business Administration. Days after graduation, Rick began his career as a professional racer.

Recently, Rick has made impressive moves in the road racing circuit in The Knoop-Mann Special, developed from a 1958 Jaguar Lister frame. The racecar was built as a tribute to Rick's father, who built and raced the Knoop-Huffaker Special in the late 1950's. Rick and his team recently captured a class win at the 90th Pikes Peak International Hill Climb Challenge, and placed second at the 2012 National Auto Sport Association (NASA) Championships Time Trials.

Tom Matano

Executive Director—Academy of Art University, San Francisco



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

Tim McGrane

Executive Director—Blackhawk Automotive Museum



A native of England, Tim McGrane is a lifelong automobile enthusiast. He spent the early part of his career involved in the highly specialized world of automotive auctions, serving as Director of Operations for Rick Cole Auctions. With the acquisition of Rick Cole Auction by the internationally recognized Blackhawk Collection, Tim was promoted to Commercial & Operations Director. In his new capacity, Tim was managed an even larger series of

events hosted by the Blackhawk Collection in the US and internationally. Having built an outstanding reputation in the industry of integrity and competence, Tim joined Barrett-Jackson, one of the world's most recognized automotive auction houses, as Vice President Marketing & Corporate Communications.

For the past decade, Tim has successfully developed and executed marketing and event strategies in the luxury automotive, private aviation and luxury yacht worlds. He held the position of Vice President of Event Marketing for Curtco Media, where he and his division created the "Best of the Best" event franchise for *Robb Report* magazine. More recently, as Events & Business Development Director for the Sandow Worth Media Group, he launched the Curator/Global Luxury Lifestyle event series. These events, which achieved legendary status, elevated the presence of some of the world's most esteemed brands and publications.

Tim is recognized as a pioneer in the world of luxury and lifestyle events. He is widely known and respected in the ultra-luxury and collector car circles, and he is a Committee Chair for the Pebble Beach Concours d'Elegance and a consultant to the Credit Suisse Classic Car Program. Over the years, Tim has used his expertise and network to create environments where respected businesses and their high caliber clients can meet and enjoy life while conducting business.

John McGinness

Former Sacramento County Sheriff

Radio Host—KFBK



Sheriff John McGinness spent over twenty-seven years with the Sacramento County Sheriff's Department and has served in every service area of that organization. He is a highly decorated veteran with a background in many high profile assignments.

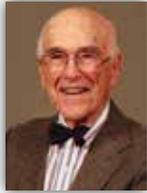
John served for many years as a member of the elite Sheriff's Motorcycle Detail where he was a training officer and team leader. He also served as a CSI investigator, homicide detective and department spokesman. He was promoted through the ranks and ultimately commanded the Centralized Investigation Division until he was appointed Undersheriff in March of 2001. Mr. McGinness served as Undersheriff until elected Sheriff in 2006.

McGinness is an Adjunct Professor of Criminal Justice, Communications, Leadership and Professional Studies with the California State University at Sacramento. His popularity as Sheriff has transitioned John into the role of host of one of Sacramento's top rated news talk radio programs broadcast on 92.5 FM & AM 1530, News Radio KFBK.

Honorary Judges

Richard Niello, Sr.

Founder—*The Niello Company*



Richard Niello was born in San Francisco, June 14, 1922. He attended St. Vincent de Paul grammar school, Lowell High School and graduated from the University of California in 1944.

After serving in the U. S. Navy in the Pacific Theater, Richard joined his father, who owned and operated a Packard-Pierce Arrow dealership, in San Francisco.

Richard Niello Sr. took the reins of the family business shortly thereafter. In 1955, Mr. Niello was appointed the brand new Volkswagen franchise in the Sacramento market which he owned and operated with Wes Lasher. Richard would go on to create one of the most successful and most respected automotive legacies in Northern California.

Richard was married to Ellen Fay, May 13, 1944 in Chicago until her passing in 2000. Richard has 3 sons, 14 grandchildren and 14 great-grandchildren. He is a member of Hoover Institute and Steering Committee as well as a member of the Bohemian Club San Francisco and the Sutter Club.

Staff Sergeant Matthew J. Reece

The Niello Company



Staff Sergeant Matthew J. Reece, a Sacramento native, started working for The Niello Company when he was sixteen years old as a lot porter. In 2009 Matthew enlisted in the California National Guard and has since completed Military Occupational Specialties schooling as a Medic. He has returned to work at The Niello Company, recently moving from BMW to open the FIAT dealership as the service advisor.

During his National Guard enlistment SSG Reece was activated on the California Wildfire Mission 2012 where he served as the Emergency State Active Duty Operations Non-Commissioned Officer in Charge. He is currently serving as the Medical Admin NCO for Recruiting Task Force-North for the National Guard.

In January 2013, SSG Reece was named the Non-Commissioned Officer of the Year for the state of California. Matthew has been awarded the California Commendation Medal for his outstanding service and leadership during the California Wildfire Mission 2012.

10th Anniversary Niello Concours at Serrano Cover Artwork

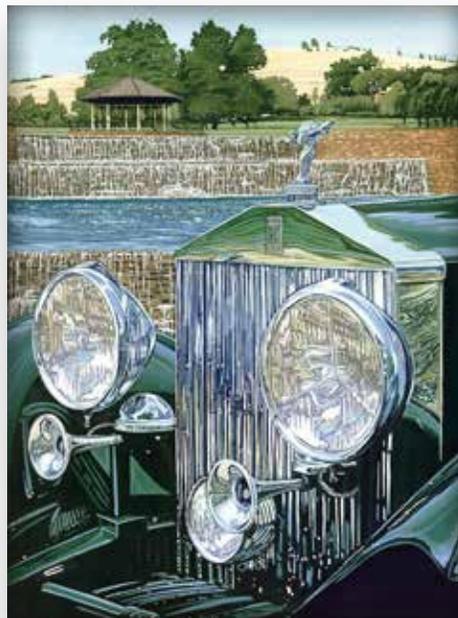
Artist Roy Dryer



Born In San Francisco and raised on the San Francisco peninsula, Roy spent ten years as an art educator in Northern California before devoting his energy full-time to his career

in fine art.

Over the past three decades Roy's artwork has focused on commissioned work celebrating peoples' passions for exotic, classic, antique, and racing automobiles. He also captures the beauty of wooden boats and aircraft. Roy's passion for his art has paid tribute to beloved pets and racehorses, showcased the true beauty of scenic wineries and high tech businesses, evoking a sense of movement and wonder in each instance.



A long-time resident of the Sierra Nevada Mountains, Roy is the artist and creator of official event posters for some of Northern California's premier events. His portfolio includes official artwork and posters of some of Northern California's premier events.

Since 1984, Roy has created the official poster for the Lake Tahoe Wooden Boat Concours de Elegance held each year in Carnelian Bay, the Ironstone Classic Automobile Concours de Elegance held each year in Murphys, and during its tenure, the Silverado Automobile Concours de Elegance

Roy's unique artistic style is perhaps best described as photo impressionistic which creates a wonderful sense of believability by involving the viewer in the piece. In essence, the art becomes a living entity rather than a static object. •




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The History of Rolls-Royce

CHARLES ROLLS, HENRY ROYCE AND THE SPIRIT OF ECSTASY!

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 Co. 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 ten, but soon moved on to a job as an apprentice for the Great Northern Railway in Peterborough. Eventually, at the age of twenty-two 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 2 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."



A vintage Rolls-Royce car, likely a 1904 model, is shown from a front-quarter perspective. The car features a prominent Spirit of Ecstasy hood ornament on top of the radiator. The radiator has a vertical grille and a central emblem. The car is painted in a light color, possibly silver or cream. A wire wheel is visible in the foreground, and a license plate with the number 'AC623' is partially visible on the left. The background is a plain, light color.

These first cars were 10 horsepower two cylinder cars with a leather lined cone type clutch, a 3 speed gearbox, a fully floating live axle and spur type gears. Three were made with the Royce badge and sixteen with the Rolls-Royce livery. This first car sold for \$735, and one can only imagine what it is worth in today's market! Mr. Thomas Love JR, in Scotland owns the oldest known Rolls-Royce, which is a 1904 model and still on the road!

Another of the more famous Rolls-Royces 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 6 cylinder in-line water cooled engine, a cone type clutch, 4 speed gearbox and a top speed of 84 mph. Of course certain aspects of the car changed as the production run continued.

We would be amiss if we didn't say a few words about the famous lady who rides atop the Rolls-Royce grill, "The Spirit of Ecstasy" described by its creator, sculptor Charles Sykes as "A graceful little goddess, the Spirit of Ecstasy, who has selected road travel as her supreme delight and alighted on the prow of a Rolls-Royce Motor Car to revel in the freshness of the air and the musical sound of her fluttering draperies." The first Rolls-Royce Motor Cars did not have the little lady present, but Sykes was commissioned by Claude Johnson, the managing director of Rolls-Royce to create this flowing beauty which went into production in 1911 and still gracefully maintains her place!

IMMORTALIZATION OF ECSTASY

History of the 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 and the model for the emblem, Eleanor Velasco Thornton. Eleanor was John Walter'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. John Walter, succumbing to family pressures, married Lady Cecil Victoria Constance, but the secret love affair continued. Friends of the pair knew of their close relationship but they were sufficiently understanding as 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 against her lips—to symbolize the secrets of their love. 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 coincidental 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 the Second World War for the new Silver Wraith and Silver Dawn. All following models, however, sported a standing mascot, although this has now been reduced in size considerably compared to the original version.

The Spirit of Ecstasy was delivered by the Company with every Rolls-Royce. Each was done using the technique which was thousands of years old and known as the lost-wax method. This practice results in the mold's being destroyed to reveal the casting, which explains why no two figures are exactly alike.

Today's Spirit of Ecstasy stands at 3 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. •



The Sally Stanford

1962 ROLLS-ROYCE

Owners Dan and Perveen Kelly

The beautiful 1962 Rolls-Royce Silver Cloud on the green today was purchased new at British Motors of San Francisco by the famous Sally Stanford, one of the town's most famous modern figures. Over the years in her pre-Sausalito days, she had many careers and a dozen names. She seems to have ended up as Sally Stanford on a whim. She first came to major notice during the 1930s and 1940s, when she was the proprietress of one of San Francisco's finest bordellos. The Pine Street address of her sporting house was well known to the carriage trade. It was frequented by Pacific Heights playboys, powerful politicians and Montgomery Street CEOs. It was also a known address to every taxi driver and cop in San Francisco. A reform movement in 1949 brought enough heat to bear to make Sally close down and move to Sausalito, where she bought the Valhalla on Bridgeway Street. The respectable citizens of Sausalito were worried that Sally was merely shifting her base of operations and intended to resume her old business. She surprised everyone. Sally cleaned up the place, filled it with plush Victorian furniture, brought in the best chefs, changed the name to Valhalla and opened one of Sausalito's finest restaurants. She may have gone

straight, but she remained outspoken and down-to-earth. In 1972 she was elected to the City Council, and in 1976 she was elected Mayor. Newspapers all over the country published stories about the "Madam Mayor."

Sally died much admired in 1982. Just to the side of the ferry dock, where every arriving visitor sees it, is a double drinking fountain erected by the people of Sausalito in memory of Sally and her beloved dog, Leland. Around the waist-high fountain is the inscription, "Have a drink on Sally." Closer to the ground on the dog-high fountain it says, "Have a drink on Leland."

The Rolls was found behind a tire store in San Rafael, CA, having been stored there for four years following Sally's death. The car was registered to the Valhalla Corporation when acquired by its current owners. The car had 16,000 original miles on it and now has over 30,000. The car remains in its original condition throughout, except for the body and paint, which were redone in 1988 by Brian D. Moore Restorations.

Everyone will surely enjoy this beautiful car a bit more having now learned of its interesting history. •

Defining the Best

BY FRANK WEISMANTEL

ROLLS-ROYCE CARS OF H.M. QUEEN ELIZABETH II AT THE ROYAL MEWS

Copyright Rolls-Royce Enthusiasts Club

So, what is the best? It's really a trick question. Everyone has his or her own concept of what is best. Everyone has personal priorities, especially when it comes to automobiles.

If you want the fastest, there are many ways to achieve that. You could throw down a million and a half dollars for a new Bugatti Veyron and go an honest 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 Great Uncles 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 the Rolls-Royce.

If you want the most beautiful, there are many, many different paths to take. Alfa Romeo, Aston Martin, Jaguar, Ferrari, Lamborghini and others are simply stunning; yet still manage to look better every year.

So...exactly how would you go about defining the best?

Today we're going with branding. In watches there is Rolex, in golf there is (oops...maybe was?) Tiger Woods, 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 from 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 5798 pounds. 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. Also, 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 is shown being chauffeured around Great Britain, the world is shown a Rolls-Royce.

The cars are truly works of art. Also, they are personalized works. Rolls-Royce prides itself on a long and rich (no pun intended) 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 leading team will make your dreams come true. Perhaps this is why there are very few different 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. 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, an adjustment in suspension must occur.

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 of the outside world? Rolls-Royce simply owns the world standard for controlling noise, vibration and harshness.

Finally, possibly due to BMW Corporation assistance, Rolls-Royce is still growing and remains a powerful global brand. Now, in 2013 you can actually purchase an "entry level" Rolls-Royce; the Ghost. Probably named so because few persons actually have a "ghost" of a chance to own this "entry level" Rolls. Priced at a very reasonable \$250,000.00 dollars, before personalization, the Ghost can finally put a new Rolls-Royce in the garage of little people, say those making a pitiful three quarters of a million dollars a year or so. Affordability never looked (or rather felt) so good!



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BENTLEY

Here's a splendid predicament for you: Should you have the chauffeur bring out the family Bentley sedan for this weekend's trip to the yacht club? Or, should you get up early, fire up the Bentley GT coupe and personally get behind the wheel to take a weekend trip gliding along California's Pacific Coast Highway 1 at ludicrous speed? It's no trick question. Today, both options can be yours.

However, in 1919 a certain 22 year old, Mr. Walter Owen "W.O." Bentley, would have simply driven to the racetrack in the car bearing his name, run with the boys for a few laps and headed home with another trophy. W.O. Bentley had little money but started early selling the dream of a first class performance car to everyone who would listen. Besides being a first class race driver, he was a fine promoter. In 1921, the first Bentley automobile rolled out of the new factory floor. Right from the start, racing was in the companies' blood. However, there was never enough operating money in Bentleys' pockets, a problem that refused to go away.

Regardless, by 1922, Bentley automobiles were setting numerous race and performance records. Bentley was launched as a marque for serious racecar drivers and wealthy gentleman racers. They continually focused on stomping the competition on the racetrack. They dreamed big and won the 24 Hours of LeMans four times

between 1923 and 1931, a considerable achievement.

Fortunately, W.O. Bentley was a realist and knew their success could not come only from building performance cars. The company turned its attention to building luxury cars and limousines in order to capture another market. Apparently, they did a fine job. Bentley became the major competitor for Rolls Royce. Unfortunately, their new upscale products were launched at the start of the Great Depression. By 1931 they were broke and headed right out of business.

W.O. Bentley was able to put together a deal to sell Bentley motors to save the company. Rolls Royce was not having any of that and made a fairly dirty deal, by funding a "shell company" and purchasing Bentley Motors right out from under W.O. Bentley. It was a humiliating turn of events that resulted in W.O. having to work as an employee of Rolls Royce until his departure in 1935.

While suffering his fate of working at Rolls Royce, he watched his wonderful sports cars be degraded from first class racing machines to becoming nothing more than mildly hopped up Rolls Royce cars. These were the unfortunate days of the Rolls Royce "Lite" Bentleys. They were no longer thoroughbred racing machines, they were merely re-badged Rolls Royce cars, de-contented to lower their price and marketed as a "Junior Executive's Rolls". While



Proof Persistence Has Rewards

Bentleys were still built at the original Crewe, England factory, they were built side by side with mechanically identical Rolls Royce cars. This travesty continued until the early 1990's.

In 1980, the Vickers Company purchased Bentley and Rolls Royce. Vickers, a British manufacturer of military aircraft, battle tanks, machine guns and other instruments of mayhem, started in 1828. They weren't so interested in the Rolls Royce and Bentley automobile groups; they were most interested in the Rolls Royce Aircraft group, part of the "bundle" of business Vickers purchased.

So, Vickers basically told the Bentley Automobile group to "go make money" and pretty much let them run things on their own. Right away, Bentley introduced the Mulsanne sedan. While it "looked" a bit like a Rolls Royce sedan, it offered superior performance and even came out in a turbocharged version in 1985. Bentley was back in the performance business and as a result, Bentley sales increased significantly, to the point that they were once again outselling Rolls Royce. Still the best was yet to come...

In 1998, Volkswagen Automotive Group threw down 795 million dollars and purchased both Bentley and Rolls Royce. After learning they actually purchased 100 percent of Bentley and all Rolls Royce manufacturing equipment, they learned they did NOT acquire the trademark rights for Rolls Royce Motor Cars. Rolls Royce PLC – Aircraft Division, owned the actual trademark, the Rolls Royce name and the "flying lady" hood ornament. To add insult to injury, BMW purchased the trademark from Vickers-Rolls Royce Aircraft Group for only 65 million dollars. So...Volkswagen could not actually manufacture and sell Rolls Royce motorcars.

Volkswagen decided to focus their resources on Bentley, because they owned the entire Bentley brand, factories and all. So, in 2003 VW sold Rolls Royce, as a brand to BMW. BMW now owned Rolls Royce outright and Volkswagen decided to let Bentley run free. Volkswagen handed the ball to the Bentley Division and they ran with it!

Comes 2009 and Bentley is still running at high speed. The current Bentley Inventory includes the Bentley Continental GT, a large luxury coupe, the Flying Spur, a four-door version of the Continental GT, a 4-seat convertible model named the Azure, and most recently, the convertible version of the Continental GT, the Continental GTC. Soon, in 2010 there will be a new Continental GT Super Sports and a new twin turbocharged Azure-T. No other brand offers such a stunning combination of speed and luxury.

Easily the most popular Bentley of today is the Continental GT.

It comes in many different versions and while still commanding a dear price, offers class-leading performance, amazing attention to detail and extraordinary quality of workmanship. Bentley is one of the few marques that offer true value, despite being a "touch" expensive.

Starting price for the Continental GT is approximately \$200,000. USD and can be had in Standard, Speed, GTC (Convertible) and Mulliner custom versions. Even the most "stripped" version has all wheel drive, over 500 horsepower from a twin turbocharged V-12 engine, a luxurious cockpit with incredible leather and woodwork and a plethora of electronic features. Upgrading to the Speed version brings about 600 horsepower to the table, larger wheels and tires and some unique style features. The Mulliner option delivers the workmanship of Bentley's customization team, world leaders in a variety of disciplines that make your new automobile both one of a kind and second to none.

This writer has driven Standard, Speed and Mulliner versions of the Continental GT. They are all exemplary machines. The Bentley experience never gets old and the cars do much, much more than go fast and feel good. They exude an ambience of luxury, comfort, safety and power.

Certainly, there are other cars that are much faster, quicker and better handling. For example, a Corvette Z-06 will leave the Continental GT for dead in a drag race or on a road course. However, when you pull up to the Valet at the Yacht Club in your Corvette, it'll be parked with all the other average cars in the lot. Pull up in your Bentley Continental GT and you'll come out and find it parked nicely in front of the Valet stand, drawing longing stares. Can't put a price on that!

They are easily the only automobiles this writer has ever driven, at any price, that "FEEL" worth the price. None of the other premium marques that I've driven were able to bring this level of satisfaction. These must truly be the Golden Years for Bentley.

Back to business: Today, Bentleys are selling well. By 2007, the manufacturer achieved sales of 10,014 units. This means that the magic 10,000 cars-per-year threshold was broken for the first time in the company's history. Volkswagen did well too, posting and announcing a record profit for Bentley of €155 million Euros.

Bentley and her "Flying B" hood ornament are stronger than ever as a company and luxury performance symbol. Bentley automobiles remain one of the most desirable purchases there is for any automobile enthusiast. This enthusiast wants one!

It's a Wonderful Life FOR THIS BENTLEY

BY JUDYTH BRAVO

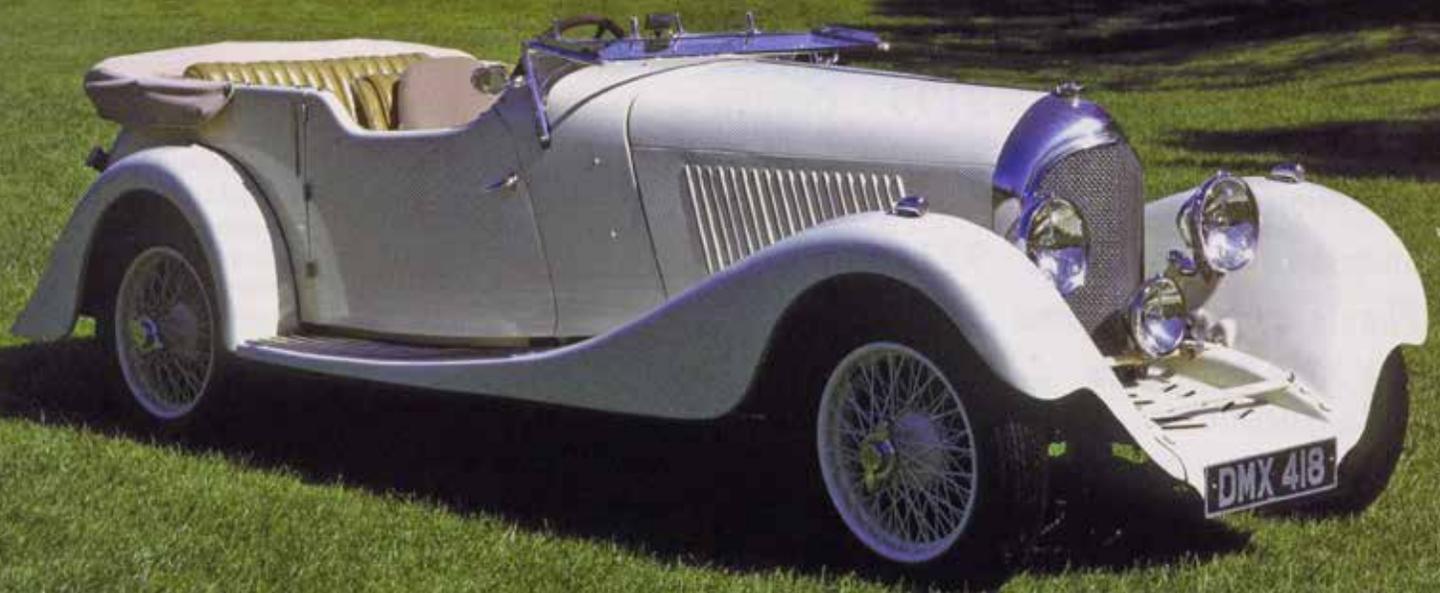
This crowd-pleasing 1927 Bentley Three Litre, chassis RC 32, body by Vanden Plas, is an extremely interesting automobile by the standards of an auto-enthusiast. For one into prestigious mechanical backgrounds, this vehicle is a rarity. It happened in 1936, when it became one of ten Bentleys chosen by Alan Nobby Clark, manager of the Bentley Service Depot in Kingsbury, England, to be "reconditioned" (hence, the moniker R.C.) after the marque had been sold to Rolls-Royce in 1931.

The chosen Bentleys' engines and chassis were stripped and rebuilt, incorporating both new and vintage parts, as necessary. All but one of the ten RC series cars, including RC 32 exhibited by owners Joel and Raquel Carash of Stockton, California, were fitted with new four-seat touring bodies by Vanden Plas. This RC design was an evolution from the original series of bodies developed by the fabled coachbuilders for Derby model Bentleys. Very contemporary for 1936, the new RC

design was definitely a pace-setter for other marques.

Mechanical statistics can prove quite boring for enthusiasts who enjoy the stories that beautiful automobiles collect during their lives. RC 32's scrapbook is difficult to beat. With its enclosed boot ("trunk" to you from the left side of THE POND) for road tools and luggage, this vintage Bentley is excellently suited for touring, and touring it has gone. Nick-named "Nobby" by the Carashes, this vehicle has rallied and toured in South Africa, Swaziland, Lesotho, New England, Wales, Ireland, Western Europe, and British Columbia during the past decade.

Photographs of the elegant vehicle surrounded by giraffes on the planes of Africa evoke thoughts of "Chitty Chitty Bang Bang meets Dr. Doolittle." Maybe Nobby didn't actually talk to the animals, but he surely made their acquaintance in many an exotic local. Visit them both on the green today at the Niello Concours at Serrano. •



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CARS BETWEEN THE WARS

BY JUDYTH BRAVO

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

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

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

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

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

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

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

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

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

The years 1932-33 heralded the beginning of the era of aerodynamic streamlining in the American marques. A prime example was the airflow model by Chrysler and Desoto with innovative features that put it ahead of the curve. In contrast, European models offered lots of sizzle but little real steak to buyers, their streamlining seduced the eye but advancements in performance took the back seat. The truth was that motorists had become snobs, turning down economy vehicles because they sported too little chrome.

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

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



The History Behind the Marquee



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



For the revered publication *Automobile Quarterly* to do a fourteen page spread on a one-of-a-kind (a.k.a "one off") vehicle, it must be truly unique and quite spectacular. AQ did exactly that in the spring of 2012 with the flashy yellow 1949 Kurtis Sportscar shown on the green today by Arlen and Carol Kurtis, the eponymous owners.

In 1950 the car was an early high school graduation gift to Arlen from his father. Arlen was starting his senior year, and his father Frank Kurtis, the automobile's creator, gave him the car in the form of left over pieces after selling the design to Earl Muntz (the Muntz Jets turned out a foot longer, making them four-seaters).

Arlen then built the car with the help of Ward Miller, Harry Pitford, Tom Barnes and Dick Troutman, employees of Kurtis Kraft. The dashboard was designed to accept the 1949 Ford instruments, but Arlen machined it to except Steward Warner gauges. The front fenders are aluminum; the rear fenders, hood and trunk lid are fiberglass. The car was finished in June 1951.

The Kurtis reappeared a couple of times over the years but it was not until 1990, when Carol, Arlen's wife, and Arlen's sister bought the car back from a wrecking yard as a surprise Christmas gift for him. View the fully restored rarity on the green today. •

On the Green TODAY

1949 Kurtis Sports Car

Owned by Arlen and Carol Kurtis of Bakersfield, California



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MORNINGS AND AFTERNOONS

Lamborghini



Celebrating Fifty Years!

By: Frank X. Weismantel

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

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

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

In 1963, the first prototype Lamborghini rolled out at the Turin auto show. The new 350GTV was a hit, having a clean, new look and a powerful V-12 engine. Immediately, the world began to take notice. In 1964, the world began buying Lamborghini sports cars. At the time, sales of a few hundred cars, worldwide was more than enough to establish the Lamborghini name as a builder of fine sports cars. The best was yet to come. In 1965 the world received the Lamborghini Miura. With a body designed by Marcello Gandini and a transversely mounted mid-engine, the Miura brought fresh design and Formula One designs to the streets. The car was a great hit and sold very well against the hated Ferrari brand.

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

The Countach had two amazing features; great power from



a mid-mounted V-12 engine and an incredibly low, wide and unique body. Lamborghini abandoned the “typical” sensual Italian sports car body style based on graceful curves and a long hood. Instead, Lamborghini brought out a car that was all muscle and angles, V-12 mid-engine equipped and offered some unique style and access features. Even today, almost forty years later, car customizers go to great lengths to equip their custom dream machines with copies of the Countach’s swing up doors.

While Lamborghini went through bankruptcy, sales of the marque and an interesting phase of being owned by Chrysler Corporation, the mystique and uniqueness of the brand never wavered. Today, Lamborghini is a part of the Volkswagen Audi group and still offers some of the fastest, most uniquely styled and desirable cars ever made. The current Lamborghini inventory remains expensive and rare. Models available today include the Gallardo and the Veneno, a four million dollar limited production model. In celebration of fifty years of the marque, Lamborghini is issuing the Aventador 50° Anniversario, a numbered series limited to 200 units worldwide.

Despite many business challenges, Lamborghini remains one of the best performing, most passionately desired automobiles on the planet. Being born of tractors isn’t such a bad thing, as long as your ancestors are Italian tractors!

On the cover of this September’s issue of Architectural Digest, the American designer Ralph Lauren stands beside his silver Lamborghini Reventón. The duo bring to mind the adage “a picture is worth 1000 words”. From his collection of seventy-something concours-ready classic cars housed at his New York estate, the iconic Lauren chose a Lamborghini with which to be paired. He knows that the Lamborghini marque, its gull-winged Reventón in particular, represents the embodiment of freshness and vitality, the same image Lauren wishes to convey with his design empire.

During its fifty year history, Lamborghini has exuded that ineffable quality that can best be described as “sexy beast”. It’s a style that never ages; the very one Lauren wishes for his brand. The pair even share the same initials, and, coincidentally, have overcome humble beginnings. Lamborghini may be of Italian extraction but, like Lauren, its story is pure American dream.

—The Editors



On the Green TODAY

1921 Duesenberg A Bender Coupe

Owned by James Castle, Jr. of Monterey, California



Even the most jaded automobile enthusiast will be impressed by the "Duesey" shown by owner James Castle, Jr. today. This black beauty with coachwork by the Bender Body Company of Cleveland, Ohio was purchased new by Castle's grandfather and has, now, over ninety years later, been totally refurbished by Canepa Design, this Concours' Grand Marshal's eponymous restoration facility in Scotts Valley, California.

Gorgeous as this automobile is, for numerous concours-goers, its uniqueness lies in the litany of historic "firsts" it holds. How about its being the first production Duesenberg ever built? How about being the first production car in the United States to have hydraulic brakes? The list goes on.

The Model A was so fast, Duesenberg took a team of four cars to LeMans for the French Grand Prix, thereby becoming the first American manufacturer to race in Europe. On top of that the Model A won! That fact made its driver, Jimmy Murphy, the first American driver to win a European race. Experience this rarity for yourself on the green today. •

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PORSCHE

Porsche has been having a grand year as the famous German prancing horse is celebrating its 50th anniversary for their most iconic car: the Porsche 911 sports coupe. As we recognize this milestone today with the Niello Concours at Serrano we are also reminded that the marque of Porsche is having a 65th birthday this year.

With all of this celebrating, it should be noted that Porsche arrived in Sacramento 59 years ago at the tender age of six. Around 1950, a young ex-navy pilot named Sam Weiss caught the sports car bug and on a dare entered his MG-TD in the 1951 Pebble Beach Road Races.

Sam became so enamored with the sports car scene that he left his native San Francisco for Sacramento to open Oxford Motors at 1831 J Street, selling MG, Jaguar, Riley, Singer, Allard, Daimler, Hillman, Morris and Talbot automobiles.

During the '50s, it took a lot of hard work to get Sacramentans to accept those funny little foreign cars. Sam decided that racing would help and racing Sam went. From the MG, he moved to a Jaguar XK-120, then to a big J2-X Chrysler Allard and later to an Osca, placing well in every race while showing great style. He scored his first overall main event win at the 1952 Stockton Road Races in the Allard.

In 1954, Oxford Motors was awarded the Porsche franchise for the Sacramento Valley and in 1955 Sam took delivery of a new Porsche 550 Spyder. Sam and the new 550 finished third their first time out at Pebble Beach in 1956. In other competitions in '56, Sam raced the Porsche to an overall win at Arcata, class wins at Santa Rosa and Buchanan Field and seconds at Sacramento and Seattle Seafair. Local fans began to follow Sam to the races and enthusiasts began to find their way into the showroom at Oxford Motors, where a new 1955 Porsche Speedster was \$2995.

The Porsches were race prepared locally by Sam's service manager, a young German immigrant named George Grinzewitsch, who went on to establish VonHousen Motors/Mercedes Benz.

The year 1957 found Weiss moving Oxford Motors to 15th and I Streets (behind the Memorial Auditorium) and opening International Motors at 2405 Fulton Avenue for his continental makes: Porsche, Simca, Renault, Peugeot and Borgward.

Up to 1959, Porsches had been distributed to nine dealers in Northern California by Norwitt Motors of San Francisco. Porsche changed its policy and in 1960 appointed Reynold C. Johnson, the Volkswagen distributor in San Francisco, as the new distributor for Porsche, terminating Norwitt Motors. Johnson preferred that only



Photo by Gordie Glycer

existing Volkswagen dealers handle the Porsche line, leaving Weiss out of the loop.

Sam felt his racing had done a great deal to promote Porsche's image in Sacramento and it was with some bitterness that he advertised his RSK in the November 20 issue of MotoRacing with the reason for the sale: "withdrawal of his Porsche franchise." One thing can not be denied: Sam got Porsche off to a fast start in Sacramento.

Sadly, Sam Weiss on June 4, 1960, became the first fatality in the short history of Laguna Seca Raceway at the age of 36. During the Saturday morning practice, Sam touched a slower car he was passing, went off the road as he approached turn four and flipped several times losing his life instantly.

Reynold C. Johnson in 1960 assigned the ex-Weiss Porsche franchise to Haines Volkswagen, which was then located at 1010 Del

in SACRAMENTO

BY GORDIE GLYER



Richard Niello then embarked on a continuing program to expand, modernize and improve Porsche facilities and service. In 1970, Porsche and Audi were combined and Niello Porsche/Audi opened at 1841 El Camino Avenue, coinciding with the introduction of the 914-4 and 914-6 models. Then, in 1978, Niello again moved Porsche to more modern facilities on Madison Avenue.

Today Porsche enjoys a beautiful home as a stand alone marquee on Granite Drive in Rocklin, operated as part of The Niello Company by our Concours host, Richard Niello, Jr.

Niello Porsche is the longest running Porsche Dealership in North America. Richard Niello, Sr. can still be spotted tooling around town, wearing a big smile in his daily driver—what else, but a silver Porsche, which he says is the finest automobile ever built. •

Paso Boulevard in North Sacramento. Soon after, Haines built a new dealership for VW and Porsche at 2241 Fulton Avenue Volkswagen pioneers Wes Lasher and Richard Niello, partners since 1955, operated Lasher-Niello Volkswagen at 1701 K Street and in 1960 also became Porsche dealers. In 1961, Bob Haines passed away and his widow, Irene, opted to sell Haines Motors to Richard Niello in 1963. Lasher and Niello then dissolved their partnership with Lasher continuing on K Street as Lasher VW/Porsche and Niello forming R.L. Niello Co. (VW/Porsche) on Fulton Avenue. In 1967, Wes Lasher re-located his VW/Porsche dealership to Florin Road.

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911 50

50 Years of the Porsche 911 – Tradition: Future

BY FRANK WEISMANTEL



In 1963 Porsche unknowingly made a landmark decision that would forever change their brand. The questions were simple: should we replace the 356 with something more powerful, more modern and simply better? How would we configure it? How would we produce it? Would it be worth it to replace the 356? People eagerly purchased the 356; did it make sense to “mess with success”?

The powers that be at Porsche decided to go “all in” and took the risk of encouraging the engineering and design teams to go wild. They were tasked with building a much more powerful, more comfortable and more attractive automobile. They were also tasked with using (cannibalizing, some say) as much of the original 356 parts and basic design in order to make the new car affordable to produce and reasonably easy to bring to market. Back in 1963 this was a tall order. When they delivered the first 911 to market, that tall order was filled.

Comes 2013 and customers still choose the 911 Carrera above cars costing two or three or often many more times as much. The venerable 911 Carrera not only sold like crazy, the car is basically the same concept as delivered fifty years ago. It never really changed; it just evolved.

Ask yourselves, how many automobiles can you name that over fifty years remained so completely consistent in spirit and basic design? The Corvette has been around since the fifties but has gone through numerous redesigns and bears no resemblance to the original design. The Jaguar XK series is also a completely different automobile from the original XKE. Even the VW Beetle now has its engine in the front of the car. Things have really changed.

That is, unless you carefully examine the Porsche 911. How much has the 911 stayed the same? Here is the most powerful example: the Porsche 911 was AIR COOLED from 1963 to 1998 when it was finally changed (NOT Upgraded) to water cooled. Many of the Porsche Faithful were mortified to learn that the highly regarded air-cooled flat 6 engine would be changed so terribly much by water-cooling.

Porsche was completely unwilling to change the original motor. It was powerful, reliable and the basis for numerous race-winning variants of the street version of the 911. They had little incentive to make the change. Had not emission laws changed so much, the 911 might still have fins on the cylinders and no antifreeze in the car. It was not just



Porsche that was not eager to move to water-cooling. A surprising number of 911 fanatics actually purchased air cooled 911's "in bulk" so they would never lose their precious machines. Imagine purchasing three, four or five automobiles just to shrink wrap them, put them on jack stands and hide them in an environmentally controlled storage unit (never garages!). Such is the passion that, to this day, drives so many of the "Porsche Faithful".

The car remains completely true to the original concept, design and intention. It is simply one of the most successful, long lived and always passionately loved automobiles in history. It also has an extensive racing resume and has even raced through the African desert in the Paris to Dakar rally.

Today you can buy several varieties of the original 911. They come in Plain Jane garden variety two wheel drive models, two wheel drive "Carrera S" models with more power and competition "style" suspension and body changes, all wheel drive Carrera 4 and Carrera 4S models featuring all wheel drive and wider, meaner looking bodies (but still unmistakably 911's), the turbocharged all wheel drive Carrera Turbo

and Turbo S models that are some of the fastest, best handling and most desired automobiles on planet Earth.

Porsche never lets go of their race heritage and willingness to answer a challenge on the racetrack. In addition to the regular 911 sports machines, there are also a pair of race ready "Cup Cars", the GT2 (two wheel drive turbo model – deadly, frequently called the "Doctor Killer") and the GT3, a two wheel drive normally aspirated race car for the street that is practically a "roll cage and fire bottle away" from competing in the high level sanctioned race series such as the American LeMans road race series and numerous SCCA and global race challenges. These are serious cars for serious drivers and feel as comfortable on Rodeo Drive in Beverly Hills as they do dropping down into "The Corkscrew", one of the most terrifying corners on the Laguna Seca racetrack in Monterey.

Porsche remains one of the most respected and desired brands of all time. The last fifty years brought the world the 911. We can't help but wonder what the next fifty years will bring us from Porsche. Perhaps the 911 will be around to celebrate the century mark as well. Time will tell...•



The Prevailing Porsche 911

TWO TIME WINNER OF 24 HOURS OF DAYTONA

Life started for 9112300032 as a sepia brown '72 'S'. Bought new in Columbus, Ohio, it was immediately taken by Bob Hindson to his race shop in Kansas City, where he transformed "032" into an SCCA production race car. After several successful SCCA seasons it was time for Hindson and "032" to go racing with the big boys. The car was prepared to IMSA GTU specifications for the 1976 Daytona 24 Hour where Hindson teamed with Dick Davenport and Frank Carney, completing 495 laps to come home seventh overall and first in GTU. Three more IMSA appearances in '76 netted Hindson two top-six finishes.

To win the 24 hours of Daytona once is impressive; to win it twice in consecutive years puts one in a very select group. In 1977 the same trio of Hindson, Davenport and Carney qualified car number "42" first in class. They officially entered the top ten on lap 300 and went on to complete 624 laps, finishing seventh overall for another first in GTU.

In November '77 Hindson sold "032" to Chiqui Soldevilla of Puerto Rico who ran the car three times in IMSA which included a second in class at the Daytona finale and a second in class at the 1978 Sebring 12 Hour. Chiqui crashed the car in the early morning

hours on July 4, 1978 at the IMSA Paul Revere. The car was taken back to Puerto Rico and retired for the next nineteen years. In 1997 the car was discovered and rescued by Roy Sanders, a Porsche restorer in South Carolina. Roy did a total up restoration and sold the car to a gentleman racer in North Florida. The car was used sparingly for the next thirteen years at which time "032" was acquired by Klub Sport Racing and again underwent a full restoration. It is now permanently owned by The O'Callaghan Collection of Auburn, California. Don't miss a racer that has paid its dues; see #42 on the Niello Concours at Serrano green today. •



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Advisory Board

T Abraham
Community Relations



T Abraham's passion for cars started at age 16 with a wrench in his hand under the hood of a 1968 Camaro RS convertible, one of many classic cars that he has restored. His love of cars has also taken him to all kinds of events from Detroit's Woodward Dream Cruise, hunting for parts at the Hershey, Pennsylvania swap meet, England's Goodwood Festival of Speed and Formula 1 at Spa in Belgium. When forced to stop thinking about cars, he does Business Development for Marshall Medical Center and serves on the board of directors for Hands4Hope and the advisory board for Big Brothers/Big Sisters. One of life's great mysteries for him is why everyone doesn't own a convertible.

Jesse A. Bravo
Photographer ~ Consultant



Jesse A. Bravo has been racing automobiles since the early 1960's when he campaigned a 1957 MGA on SCCA courses. Bravo has been involved with SCCA's Concours d'Elegance division serving as both its Chief Judge and Chief of Concours. He coauthored the SCCA Judging Guidelines used at this time on the field. A graduate of Brooks Institute of Photographic Arts and Science in Santa Barbara, he was class valedictorian, and worked as a commercial advertising photographer and photojournalist. He also served as President and General Manager for TRW's Imaging Systems Division until his retirement in the 90's. Not one to sit idle, he is currently enjoying yet another career as a digital photographer and archivist for the Crocker Art Museum in Sacramento.

Judyth Bravo
Consultant



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

Anthony M. De Arcos
Project Manager



Anthony M. De Arcos has over thirty years of professional experience, including fifteen years in the construction industry and over 17 years experience in the Environmental Consulting field. Mr. De Arcos is one of the founding principals in National Analytical Laboratories, Inc. He has conducted consulting work for Federal, State and Local agencies, along with the private sector, regarding asbestos, lead and mold abatement issues. His true passion, however, is baseball, and on most spring afternoons you can find him at Oakmont High School, working with their upcoming and promising pitchers. On the weekends you'll find him at home with his family of seven and on Sundays teaching toddlers at Solid Rock Faith Center.

Bob Finkbeiner
Event Logistics



Bob was raised by a car crazy dad who loved and restored antique automobiles. One event that spurred his passion was when their dad asked Bob & his brother if they would rather have him accompany them to Cub Scouts or stay home with him and work on the old cars. Their response was instant and unanimous. Working with and learning from their dad about cars would lead to a lifelong bond and passion. Bob grew up loving not only antiques but anything with a gas pedal and a brake. He was not old enough to drive (legally) when he bought a 1929 Model A Coupe which he still has. And not many high school seniors owned a 1960 Corvette, but Bob did and was happy to drive the Homecoming Queen in the parade. One of Bob's favorite pastimes is hunting for "vintage tin". He and his father spent many fun filled days in the backlands of South Dakota looking for that elusive antique car someone left beside an old barn and forgot about. When not playing with his cars or looking for a barn find, Bob works as a project manager for 5 Star Services, he also owns Capitol Kirby in Sacramento. His wife Sally shares his passion for the motorcar; they own antiques, classics and exotics.

Sally Finkbeiner
Honorary Judges Liason



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

avid car enthusiast. In fact she's pretty sure Bob married her for her brother, Bill. In Sally's professional life she is a commercial property manager managing a beautiful high-rise office building in downtown Sacramento. She holds a bachelor's degree in business management and is active in several commercial real estate organizations. She is involved heavily in her church where she is a leader in the kindergarten classroom, plays the piano wherever she's needed and is a long time member of the church choir. Family time revolves around two grown sons and their families including three grandsons.

Doug Harvill
Awards Emcee



As a child, Doug Harvill's passions centered around automobiles and radio. Not much has changed since then. One of those passions is a favorite hobby and the other is a longtime career. Doug is Senior Vice President and Market General Manager of CBS Radio in San Francisco including All News KCBS AM&FM, LIVE 105, Alice@97.3 and 99.7 NOW FM. In addition, Doug is accountable for the highly-acclaimed KCBS newsroom that just won an unprecedented sixth national Edward R. Murrow Award for Overall Excellence – the most prestigious recognition awarded by the Radio Television Digital News Association (RTDNA) to just one radio news operation each year. His passion for all things automotive continues as well. In addition to serving as emcee of the Niello Concours at Serrano, Doug provides news reports from automotive events as diverse as the Indianapolis 500, the Rolex Monterey Motorsports Reunion, Concorso Italiano and the Pebble Beach Concours d'Elegance.

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-four 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.

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.

Steven P. Hellon
Official Concours Photographer



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

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

Dwight O. "Spike" Helmick, Jr.
Tour Commissioner



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

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

Rosie Kessell-Kracher
Director Public Relations



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

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

John McNamee
Chairman Concours Branding



John McNamee has been in the apparel business for 24 years. As owner of one of the largest silk screen printing and embroidery shops in the Sacramento area, he is an important asset in keeping the standards of the Niello Concours at Serrano brand. Johns company has

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

Brandon Moore
Concours Field, Crew Chief



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

cultivated his own passion for unique vehicles. Taught by Brian, he has not only mastered the art of wet sanding, but has developed the skills necessary to run a successful business. Brandon currently owns and operates a Sacramento area pool service company, BTM Pool Service, and is proud to be an active member of his community. Going on his fourth year of being a business owner, Brandon has set high goals for the company and is excited to see it prosper.

Maintaining meaningful relationships with his family, friends and clients is extremely important to Brandon while always managing to leave time to play fetch with his four legged best-friends.

Kate Moore
Awards Coordinator



Kate found her love for cars when she met, fell in love with and married Brandon Moore, son of Brian and Michele.

A University of Nevada, Reno alum, Kate ensures that the Moore house is always rooting for The Pack! Currently working as a paralegal for

a law firm in Midtown Sacramento, she's on her way to a prolific career in law. Kate enjoys spending quality time with friends and family, good food and great wine!

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.

Jim Perell
Concours Commentator



On January 4th 1956 Jim's passion and love for automobiles began. It has been a long and loving relationship since that day. It was the same day that Jim and his father picked up a brand new 1956 Jaguar XK140 DHC. That purchase and his Father's constant tinkering hooked him for life.

Over the years Jim has acquired and sold countless numbers of collector type motorcars. His preference runs towards the British sports car marques and big American steel. In fact while he has bought and sold many cars, he still retains the XK 140 that his Father originally purchased.

Jim has served on the Board of Directors for the California Vehicle Foundation through the California Automobile Museum (previously the Towe Automotive Museum). He has functioned as the Director of Special Acquisitions and Entry Chairman for the Niello Concours at Serrano. Jim is a past President of the Sacramento Valley MG Car Club. After being a SCCA judge for over eight years, he is now a Director for their San Francisco Concours Division.

Lynn Repstad
Fashion Show Coordinator



Lynn Repstad has always had a passion for Classic Automobiles and she has had the opportunity to oversee and manage many local automobile events. In Lynn's professional life she is the Director of Communication and Project

Development, for Montano De El Dorado Lifestyle Center in El Dorado Hills. She serves on the board of directors for the Boys and Girls Club El Dorado County Western Slope and the Editorial Advisory Board for Living Magazine. Lynn is very involved in the El Dorado Hills community where she resides with her husband Terry. Lynn's two children, Tyler a recent USD graduate and Tori attending PLNU, both continue to enjoy the "Dream" living in San Diego.

Summer Wright *Marketing Manager, The Niello Company*



Summer Wright has been with The Niello Company since May of 2007. Prior to her appointment at the Niello Company, she was the Marketing Director for Oregon State University Athletics, a member of the Pacific 10 Conference. There she managed all areas of marketing and promotion for fifteen Men's and Women's Athletic Programs. Summer's career began in television as the Promotions Director for the local NBC affiliate in Chico, CA. Summer graduated from California State University, Chico with Bachelor of Science in Business Administration with a concentration in Marketing. Currently, resides in Sacramento with her husband, Mike, and her two children Marin and J.T.

Leslie Elowson *Vendor Concierge*



Leslie has worked in the senior care industry for over twenty years. She also has been involved in multiple presidential campaigns on a volunteer basis. Leslie and her husband Craig have resided in Folsom for over 28 years. Leslie has two adult daughters who reside in the Bay Area.



1954 PLYMOUTH BELMONT ONE-OF-A-KIND CONCEPT CAR - A Chrysler corporation "Dream" or concept car for the Plymouth division, the Belmont was highly publicized and well received by the public at the various major automobile shows where it was displayed. Styled by Briggs and built in the United States, the major theme stressed by the company was that the Belmont was a practical car in every sense combined with sweeping beauty. The fiberglass roadster body was mounted on the standard Plymouth chassis that had been proven by billions of miles of owner use creating an unmatched combination. Unfortunately, the car was never put into production, this car being the only one ever built.

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Established in 1971 and headquartered in Scottsdale, Arizona, Barrett-Jackson, the world's leading collector car auction and automotive lifestyle event, specializes in providing products and services to astute classic and collector car owners and automotive enthusiasts around the world. The company produces "The World's Greatest Collector Car Auctions™" in Scottsdale, Palm Beach, Las Vegas, Reno and Tahoe, where hundreds of the world's most sought-after, unique and valuable automobiles cross the block in front of a global audience. Barrett-Jackson also endorses a one-of-a-kind collector car insurance offering for collector vehicles and other valued belongings. With an unprecedented expert staff, including Craig Jackson, Steve Davis and Gary Bennett who have over 130 years of combined experience in the automotive field, Barrett-Jackson offers the most diverse and desirable inventory accompanied with trustworthy and transparent customer service.

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KFBK NewsRadio 92.5FM AM1530 is Sacramento's heritage NewsRadio station. Up to the minute news, weather, traffic and sports. Personalities round out the news content with a line-up that has no match....Rush Limbaugh, Tom Sullivan, Amy Lewis & Ed Crane, Kitty O'Neal & John McGinness. KFBK is truly the voice of the market and the place where people tune in to find out what they need to know.

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Kids Helping Kids is an entirely student-run, non-profit organization in Sacramento and Santa Barbara, California. The primary goal of Kids Helping Kids is to invest in the lives of children who are in need of support. We are proud to be able to accomplish this both in our community as well as abroad.

Niello Fiat

888.275.FIAT (3428)

New to the green this year, we welcome the newest marque in The Niello Company portfolio, Niello FIAT. Serving specialty Italian sodas and antipasto in a private bistro setting, witness all things Italian as you peruse the latest models of FIAT, including the famed GUCCI package and browse the eclectic accessories from this popular Italian brand. The centerpiece to the Boutique will be a showcase of the latest technologies from FIAT, the 500e full electric FIAT.

Niello Porsche

916.625.8300

Come by the Niello Porsche Patio and see a gorgeous array of Porsche models including the 50th Anniversary edition 911 and the 2014 Panamera 4S Executive.

Sacramento Business Journal

916.447.7661

The Sacramento Business Journal is the best resource for local business news within El Dorado, Placer, Sacramento and Yolo counties. Our objective is to connect the business community with our printed product, online features and in person events. Get endless contact information, breaking news and critical analysis of major issues affecting local business.

Follow regional trends in print or online in all major local industries including Healthcare, Finance and Banking, Tech, Hospitality, Architecture, Real Estate, Insurance, and more.

Prospect fresh weekly leads from our Top 25 Lists, Online Edition, People on the Move and Biz Leads sections. We take great pride in our product, region and our readers.

Sacramento Magazine

916.426.1720

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

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The Solar Company's mission is to install only solar power systems that are productive and attractive. We are committed to each customer, to quality installations, and to making "going solar" an effortless experience. As a long-time SUNPOWER Dealer, quality is built into everything we do. Our installers also have experience installing grid-connected and grid-independent (stand-alone) PV systems. The Solar Company prides itself in staying up-to-date and educated in the newest and best installation practices. We value our employees and reward them for their dedicated work. We strive for win-win scenarios with all of our customers and employees. You'll be sure to enjoy the personal and professional service that our company provides.

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Village Nurseries is a large wholesale nursery supplying plants to landscape contractors and the retail market. We have seven hundred acres of growing facilities. Village Nurseries has the capability to grow a wide range of plant products to supply the needs of the consumer. We pride ourselves in offering the quality, service and selection our customers deserve.

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The first public art museum founded in the Western United States, the Crocker Art Museum was established in 1885 and is now one of the leading art museums in California. The Crocker serves as the primary regional resource for the study and appreciation of fine art. The Museum offers a diverse spectrum of special exhibitions and programs to augment its collections of Californian, European, Asian, African and Oceanic artworks, and international ceramics.



On the Green TODAY

1957 Denzel 1300 SS Roadster

Owned by Thomas Niedernhofer of Oakland, California

Few car brands have had more intriguing beginnings than the Denzel represented by the 1957 Denzel 1300 SS Roadster shown at today's Concours by its owner Thomas Niedernhofer. During WWII Ferdinand Porsche and Wolfgang Denzel were imprisoned in a Nazi camp together. Naturally they did a lot of car talk, even planning the one they would build together when they were freed. The collaboration of these two engineers never materialized. However, each man did go on to produce an eponymous marque. Porsche became a world-renowned brand; but the Denzel has its share of devotees too, although only seventy-five of the cars were ever constructed.

Wolfgang Denzel built his first sports car in Vienna, Austria in 1948. The Denzel chassis was modified from a wartime VW and power came from a VW 1.1 litre air-cooled, flat-four engine boasting about 25 bhp. As production continued Denzel changed from the VW backbone platform chassis to his own design.

The 1957 Denzel on the green today was constructed in 1957 and ordered with a 1300 cc engine for racing. It was a *Road and Track* test car in 1957. Fresh from a 2010 restoration, visit the car and its proud owner on the green today. •



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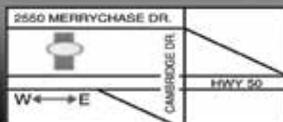
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Niello Concours at Serrano to Embrace Technology

Forward thinking Michele Moore, Chairman of the Niello Concours at Serrano, wanted to provide both entrants and attendees a greater concours experience that would further their interest in the beautiful classics and exotics being shown. And she is doing exactly that by premiering Auto Informant's Super App which was designed specifically for those passionate about cars.

Auto Informant's Founder, Bill Atalla, is a life-long car collector, involved with over a dozen restorations and a multi-concours winner. He knows firsthand what the car enthusiasts need to fuel their car interest and enrich their passion.

The Auto Informant Super App allows one to find, sell or share their dream car. It is considered the Key to the Car World because it is the one-stop-shop for the true enthusiast. In addition to the capabilities above the app will connect you to car clubs, museums, auctions, concours events, car shows, and part providers; as well as with others that are equally passionate about cars.

Today, at this concours, one innovative aspect of the Super App is being used to provide everyone who uses a smart phone, the ability to learn more about the cars they love and those being showcased, across the Concours field. All you need is your phone

with a QRC scanner (scanner apps are free). You will notice that every car has a special decal on their windshield that can be scanned for more detailed information about that particular car. You can also enter the address on the decal if you do not have a scanner and get the same information. This is just an example of some of the details you can include about your own car when you download the Auto Informant Super app for your personal use.

"We think this is an easy and effective way to share the entrants' insights and information about these great classics and add to your Niello Concours experience. Many times the car owners are so engaged in conversation that attendees cannot get their questions answered; now they can. Auto Informant provides smart phone users an easy way to 'learn more' and broaden their car knowledge," says Michele Moore.

You can go to www.autoinformant.com or scan this QRC to get the app for FREE by entering promo code: Niello. It works on all mobile devices or you can use it on your laptop/desktop. •





On the Green **TODAY**

1948 Saoutchik Bodied Bentley Mark VI
Owned by Theo and Gordon Johnson of Alamo, California



As the owner of the respected Forstmann Woolens, Curt Forstmann of Montclair, New Jersey, knew from his own experience that potential buyers in any market can commission unique personal upgrades if they are willing to be patient and, most important, to pay the price. Forstmann's own custom Saoutchik Bodied Bentley is shown on the green today by its current owners Theo and Gordon Johnson of Alamo, California.

In 1948 Mr. Forstmann and his son Peter drew the designs for this Bentley with its stunning "Katie's Periwinkle" (the proclaimed color by the Johnson's granddaughter, Katie, when asked) exterior and radiant mauve interior. Next, Curt Forstmann, with the aid of Max Hoffman of New York had a Saoutchik body built on the 1948 Bentley Chassis # B44OCF. The chassis shipped from Crew, England, in March 1948 to Paris, France, where Jacques Saoutchik provided the roadster body. At that time a standard Bentley Mark VI cost approximately \$10,000; Forstmann's bespoke beauty totaled \$20,000.

Son Peter became the automobile's principal driver in 1950 when his father passed away. The vehicle had approximately 17,000 miles on it when it left the Forstmann family. Presently the vehicle has about 39,000 miles on its odometer and a story to go with every one of them. •

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TRAVELIN' WITH A

"Concoursin' Man"

By Judy Bravo

It is interesting that singer Tammy Wynette is remembered for the song "Stand by Your Man" when she was married five times. To my recollection none of her "exs" were even Concoursin' Men. Now, that's another whole ball of wax (or can of car wax!) Tammy never touched. It is the story of the Women behind these Men, the story of the supportive role, these unsung helpmates that must be told once and for all. Theirs is a story filled with tales of following behind exotic cars, literally eating their dust, while driving the family heap, loaded down with Pledge cans, Armorall bottles, battery-operated vacuums, masking tape and *infinitum ad nuascum*. One of the initial reasons for Concoursing to begin with --- to have an outing together with a gourmet picnic thrown in --- is forgotten in the wake. Who's got time to pack a lunch with comments like, "after you get back from the store with the Bon Ami paste I need, could you run a load of towels for me? Be sure the wheels are finished before you go." Speaking of fresh towels, those commercials on TV that show the little woman reaping accolades from hubby for using a fabric softener are particularly irritating to the Concoursin' Woman. Concoursin' Men care that towels are soft for their cars; as long as the car gets velour, the family can use burlap bags.

There could be the inclination to theorize that Concoursin' Men are interested in cars in general and that the family car would receive excellent maintenance. Not so. Comments like, "you really should drive that thing through a Bubble Machine," and "I'll bet that bomb could use a can of oil the next time you get a fill-up" have been known to come from the lips of Concoursin' Men.

Concoursin' Men are the pride of Madison Avenue for there are few products that escape their attention... or their purchase. The hook is that the new product could just be that one that would put the prized vehicle in the Winner's Circle! One of the most important parts of any Concours is the swapping of product ideas between entrants. Creativity runs rampant in this area and often products are used for other than their intended use. You'll hear exchanges such as, "WOW, your tires look great!" "Thanks, I tried Adolf's Meat Marinade on them this time."

On the plus side, there is a certain drama to being the woman of a Concoursin' Man that few women ---save the spouses of Grand Prix drivers will ever understand. This drama culminates the night before the Big Show. If the Concoursin' Man can't sleep, neither can his Woman. Many nights before a big event I've awakened, startled to find myself alone. From the next room comes the sound of Q-tips being fluffed for the next day, or shoes being polished so he can nonchalantly view the undercarriages of his competition.

I still turn to putty when he uses his little boy charm on me, "I know I could win first place if I only had a new" You fill in the blank with the word "top", "paint job", "steering wheel" *etc., etc.*, Why not? We can do without that new sofa another year. We spend all our evenings in the garage anyway. Just wait until next year. I heard grape seed oil is great for dashboards. You must use only the first pressing, however. •



2013 Njello Concours at Serrano Classes

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Celebrating Fifty Years of Lamborghini & The Porsche 911

Marque of Rolls-Royce Motor Cars

ROLLS-ROYCE MOTOR CARS, PREWAR

1929 Rolls-Royce Shooting Brake

John Carey of San Jose, CA

1935 Rolls-Royce Springfield

Brewster Riviera

Academy of Art University of San Francisco, CA

ROLLS-ROYCE MOTOR CARS, SILVER DAWN, SILVER CLOUD

1954 Rolls-Royce Silver Dawn

Dennis Phillips of Shingle Springs, CA

1959 Rolls-Royce Silver Cloud Series I

Robert Manly of Sunnyvale, CA

1961 Rolls-Royce Silver Cloud Series II

Robert & Valerie Ammirato of Folsom, CA

1962 Rolls-Royce Silver Cloud Series II

Dan Kelly of Fair Oaks, CA

ROLLS-ROYCE MOTOR CARS, MODERN TO 1987

1969 Bentley T-Type

Carlen Colgett of Hayward, CA

1969 Rolls-Royce Silver Shadow

Dale Schell of Concord, CA

1985 Rolls-Royce Corniche

Brent Heath of San Leandro, CA

1987 Rolls-Royce Corniche II

Robert Blake of Santa Clara, CA

ROLLS-ROYCE MOTOR CARS, 1988 TO PRESENT

1995 Rolls-Royce Flying Spur

Kevin McPhail of Magalia, CA

1995 Rolls-Royce Silver Spur

Craig Palmer of Elk Grove, CA

2006 Rolls-Royce Phantom

Bill Neil of Oakland, CA

BENTLEY, CUSTOM COACHWORKS

1927 Bentley Vanden Plas 3 Litre

Joel Carash of Stockton, CA

1937 Bentley Barker 4 ¼

Dan Kelly of Fair Oaks, CA

1939 Bentley Park Ward 4 ¼

Alan Kember of Morgan Hill, CA

1948 Bentley Saoutchik Mark VI

Gordon & Theo Johnson of Alamo, CA

1954 Bentley Rolfes of Ramsey R Type

S & L Ranch of Plymouth, CA

1955 Bentley Hooper Series 1

Clyde Cassady of Fair Oaks, CA

1957 Bentley Park Ward SI Continental

Don Turner of Sacramento, CA

Fifty Years of Lamborghini

LAMBORGHINI TO 1987

1984 Lamborghini Countach

Todd Lindenmuth of Sacramento, CA

1987 Lamborghini Jalpa

Bill Overhauser of Rancho Murietta, CA

LAMBORGHINI, 1988 TO PRESENT

1998 Lamborghini Diablo

Larry Crossan of Lincoln, CA

1998 Lamborghini Diablo VT Roadster

Jerry Regan of Rocklin, CA

1999 Lamborghini Diablo VT Roadster

Mick Galvin of Loomis, CA

2005 Lamborghini Gallardo

Art Dunn of El Dorado Hills, CA

2006 Lamborghini Murcielago

Allen Mohanna of Folsom, CA

2013 Lamborghini Performante

George Markle of Sausalito, CA

Fifty Years of The Porsche 911

PORSCHE 911, 1964 TO 1973

1971 Porsche 911

Allan McCrary of Vacaville, CA

1972 Porsche 911 T

James Buckner of Roseville, CA

1972 Porsche 911

Jerry Starkey of Penryn, CA

PORSCHE 911, 1974 TO 1989

1974 Porsche 911

Ted Grebitus of Sacramento, CA

1979 Porsche 911/930 Turbo

Mike Burns of Napa, CA

1984 Porsche 911 Carrera

David Rossiter of Folsom, CA

1985 Porsche 911 Cabriolet

Tony Blevins of Half Moon Bay, CA

1985 Porsche 911 coupe

Robert Sullivan of Roseville, CA

1986 Porsche 911 Turbo/Type 930

Joseph Demeo of Santa Monica, CA

1989 Porsche 911 Speedster

Claudia Borden of Sacramento, CA

1989 Porsche 911 Speedster

Elizabeth & Robert Devlin of San Francisco, CA

PORSCHE 911, 1990 TO 1997

1997 Porsche 911/993 Carrera 2

Andy Chan of Rancho Murietta, CA

1994 Porsche 911 C-2 Turbo

John McNamee of Rancho Murietta, CA

PORSCHE 911, COMPETITION-MODIFIED

1959 Porsche Outlaw

William Grimsley of Scotts Valley, CA

1967 Porsche 911 S 2.0

Tom O'Callaghan of Auburn, CA

1969 Porsche 911 S GTU

Tom O'Callaghan of Auburn, CA

1969 Porsche 911 917K

Bruce Canepa of Scotts Valley, CA

1970 Porsche 911 S*Ben Salerno of Rocklin, CA***1972 Porsche 911 T***Eric Bonney of Elk Grove, CA***1972 911 S 2.5 GTU***Tom O'Callaghan of Auburn, CA***1973 911 Kremer Street II***Tom O'Callaghan of Auburn, CA***1973 Porsche 911***Steve Baker of Pollock Pines, CA***1974 Porsche 911 Slant Nose***Frank Sigrist of Rocklin, CA***1974 Porsche 911 RSR***Bruce Canepa of Scotts Valley, CA***1977 Porsche 911/934½***Bruce Canepa of Scotts Valley, CA***1979 Porsche 911/935***Bruce Canepa of Scotts Valley, CA***1980 Porsche 911 Pikes Peak Hill Climb***Bruce Canepa of Scotts Valley, CA***1988 Porsche 911/959***Bruce Canepa of Scotts Valley, CA***1989 Porsche 911 Speedster***Bruce Canepa of Scotts Valley, CA***2008 Porsche 911 RS Spyder***Bruce Canepa of Scotts Valley, CA***60 Years of Corvette****CORVETTE, 1954 TO 1962****1956 Chevrolet Corvette***Ron Butler of Rocklin, CA***1962 Chevrolet Corvette***Robert Bates of Roseville, CA***CORVETTE, 1963 TO 1967****1964 Chevrolet Corvette***Marshal Crossan of Folsom, CA***1966 Chevrolet Corvette***Louie Kiser of El Dorado Hills, CA***1966 Chevrolet Corvette***Bill Guest of Rancho Cordova, CA***1967 Chevrolet Corvette***Mike Hoey of Orangevale, CA***1967 Chevrolet Corvette***Kenneth Hansen of Granite Bay, CA***1967 Chevrolet Corvette***Clete Nezbeth of El Dorado Hills, CA***Celebrating 60 Years of Corvette****1958 Chevrolet Corvette***Jim & Kathy Orsburn of Gold River, CA***1963 Chevrolet Corvette***Roy Frank of El Dorado Hills, CA***1963 Chevrolet Corvette***Ken Ruthenberg of Gold River, CA***1963 Chevrolet Corvette***Dean Meyer of Elk Grove, CA***1964 Chevrolet Corvette***Dean Meyer of Elk Grove, CA***1965 Chevrolet Corvette***John & Connie Artis of El Dorado Hills, CA***1966 Chevrolet Corvette***Steve & Debbie MacFarland of Fair Oaks, CA***1966 Chevrolet Corvette***Nyle Baker of El Dorado Hills, CA***1966 Chevrolet Corvette***Mark Davidson of Fair Oaks, CA***1967 Chevrolet Corvette***Chuck Camilleri of Redwood City, CA***1973 Chevrolet Corvette***John Manby of Fair Oaks, CA***1978 Chevrolet Corvette 25th Anniversary***Kelly & Rich Jordan of Rancho Cordova, CA***2003 Chevrolet Corvette Anniversary Ed.***Happi Bower of El Dorado Hills, CA***2005 Chevrolet Corvette***Bob & Brenda Wheatley of Cameron Park, CA***2013 Chevrolet Corvette 427 60th Anniv.***John Shellhorn of Citrus Heights, CA***2012 Niello Concours at Serrano****Class Winners****1958 Pontiac Bonneville***Mike Marsh of Vacaville, CA***1963 Lincoln Continental 4 Door Convert.***William & Ina McCoy of Fair Oaks, CA
2004 Niello Concours at Serrano Best of Show***1964 Shelby GT350***Marshal Crossan of Folsom, CA***1970 Ford Boss 302***Jerry Garrity of Reno, Nevada***1973 Maserati Bora***Wilson Werhan of Walnut Grove, CA***1987 Ferrari Testa Rosa***Shannon Rogers of Loomis, CA***2013 Shelby Cobra 50th Anniversary Ed.***Jerry Neil of Winters, CA***Antiques to 1919****1910 Mitchell***Jerry Neil of Winters, CA***1912 Buick 43***Patrick & Kaela Hopkins of Sacramento, CA***Classics-Distinctive Motor Cars****FROM 1921 TO 1948****1921 Duesenberg A Bender Coupe***James Castle, Jr. of Monterey, CA***1931 Chrysler Imperial CG***Donnie Crevier of Costa Mesa, CA***1932 Auburn 8-100 A Cabriolet***David Knopp of Roseville, CA***1933 Packard 1006 Convertible***Aaron & Valerie Weiss of San Marino, CA***1934 Cadillac 452-d V-16***James and Dawn Gately of Sacramento, CA***1935 Packard Sedan***The Niello Company of Sacramento, CA***1936 Auburn 852 Supercharged Boattail Speedster***Paul Petrovich of Sacramento, CA*

2013 Niello Concours at Serrano Classes

Vintage Motor Cars Through 1948

1926 Hupmobile A Roadster

Richard & Karen Gray of Folsom, CA

1929 Hupmobile A Sportster

Richard & Karen Gray of Folsom, CA

1935 Studebaker Commander

James Rien of Woodside, CA

1937 Packard 115 Convertible

The Niello Company of Sacramento, CA

1940 Packard Super 8 Convertible

Danno Raffetto of Placerville, CA

1947 Ford Woody Wagon

The Niello Company of Sacramento, CA

Preservation Class

1956 Jaguar XK 140 DHC SE

Jim Perell of Loomis, CA

1959 Rolls-Royce Silver Cloud Series 1

Bob & Ben LaMar of Half Moon Bay, CA

1962 Ghia L64 Coupe

John White of Sacramento, CA

American Manufacturer 1949 to 1969

1949 Kurtis Sportscar

Arlen & Carol Kurtis of Bakersfield, CA

1950 Oldsmobile 88 Deluxe Club Coupe

Marshall Kraus of Sacramento, CA

1957 Chevrolet Bel Air

Patrick & Constance Rogers of Rescue, CA

1957 Chevrolet Bel Air Convertible

Dennis Neal of Roseville, CA

1957 Chevrolet Nomad

Jerry Greenburg of Sacramento, CA

1968 Plymouth Barracuda

Cliff Fales of Rancho Cordova, CA

1969 Ford Fairlane 500

Paul Stringham of Loomis, CA

American Luxury Cars, 1949 to 1969

1953 Buick Skylark Convertible

The Niello Company of Sacramento, CA

1953 DeSoto Firedome Convertible

David Greene of Alameda, CA

1953 Kaiser Dragon

Larry Rodkey of Elk Grove, CA

1954 Cadillac Series 62 Coupe de Ville

Jim Hearn of Folsom, CA

1956 Mercury Monterey

John MacPherson of Vacaville, CA

1956 Cadillac El Dorado

Richard Colembero of Sacramento, CA

1962 Chrysler 300 H

Doug Warrenner of Fair Oaks, CA

1965 Ford Thunderbird

Andrew & Alice Weast of Roseville, CA

American Sports Cars

1965 Shelby Cobra Continuation

John Moore of Granite Bay, CA

Muscle Cars 1962 to 1973

1962 Chevrolet Impala Convertible 409

Jon Overholt of Fair Oaks, CA

1965 Plymouth Barracuda

Michael Hess of Orangevale, CA

1965 Pontiac GTO

Rick Jeffery of Diablo, CA

1967 Shelby GT 500

Tom Perry-Smith of Granite Bay, CA

1968 Shelby GT 500 KR

Sandra Gimble of Roseville, CA

1969 Shelby GT 500

Joe Hensler of Fair Oaks, CA

1969 Chevrolet Camaro

David Patton of El Dorado Hills, CA

1970 Ford Torino GT

Deborah Clendenning of El Dorado Hills, CA

Cobra

1964 Shelby Cobra 289

Gordon Gimble of Roseville, CA

1966 Shelby Cobra 427

Brendan & Mary Kay Finn of San Anselmo, CA

1967 Cobra Kirkham

Marshal Crossan of Folsom, CA

Ferrari

FERRARI TO 1974

1962 Ferrari 250 GTE

Bill Finkbeiner of Auburn, CA

1966 Ferrari 330 GTC

Greg Nickless of Sacramento, CA

1972 Ferrari 365 GTC-4

Bob Kierejczyk of Fresno, CA

1972 Ferrari 365 GTC-4

Aaron Masters of Auburn, CA

1972 Ferrari Dino 246 GT

Joe Hensler of Fair Oaks, CA

FERRARI, 1975 TO 1987

1985 Ferrari 308 GTS

Tom Escover of Novato, CA

1985 Ferrari Mondial Cabriolet

Paul Muizelaar of Sacramento, CA

1987 Ferrari 328 GTS

Bob Ochi of Granite Bay, CA

FERRARI, 1988 TO PRESENT

2000 Ferrari 550 Maranello

Neil Collepari of El Dorado Hills, CA

2001 360 Modena

Nathan Tanaka of Antelope, CA

2004 Ferrari Challenge Stradale

John Moore of Granite Bay, CA

2004 Ferrari Challenge Stradale

Ben Salerno of Rocklin, CA

2008 Ferrari F430 Scuderia

David Petrillo of Roseville, CA

2013 Ferrari 458 Italia

Brad Dillon of Placerville, CA

Maserati to 1987

1970 Maserati Ghibli

Dennis Cutter of Roseville, CA

1977 Maserati Merak

Don Treadwell of Gilroy, CA

Porsche 356

1955 Porsche 356 Speedster

The Niello Company of Sacramento, CA

1957 Porsche 356A Coupe

Jim Roten of El Dorado Hills, CA

1959 Porsche 356 Convertible D

The Niello Company of Sacramento, CA

1959 Porsche 356 A Coupe

Mark York of Gold River, CA

1961 Porsche 356 Drauz Roadster

Ted Blake of Sacramento, CA

1964 Porsche 356 SC

Jerry Kiliany of Granite Bay, CA

Exotics

2006 Mercedes McLaren SLR

Dean Frederick of Rancho Cordova, CA

2009 Maserati GTS

Lance Suder of El Dorado Hills, CA

2009 Maserati Quattroporte Sport GTS

Wes Ehlers of Fair Oaks, CA

2010 Mosler MT 9008

Jerry Regan of Rocklin, CA

2010 Tesla Roadster Sport

Wes Sumida of Rancho Cordova, CA

2013 McLaren MP4-12C

Myles Douglas of Gardnerville, NV

2013 Tesla S-P85

Kyle Gong of Elk Grove, CA

Foreign Sports Cars

FOREIGN SPORTS CARS THROUGH 1956

1949 MG TC

Thomas Pope of El Dorado Hills, CA

1951 Allard K-2

David Rossiter of Folsom, CA

1952 MG TD

Frank Hilscher of Folsom, CA

1952 MGTD

Christopher Couper of Shingle Springs, CA

JAGUAR XK 120 – 140

1952 Jaguar XK 120 OTS

Robert Colpitts of San Mateo, CA

1956 Jaguar XK 140 FHC

Geoffrey Horton of Sonora, CA

1956 Jaguar XK 140 FHC

Charlie Manchester of Stateline, NV

1957 TO 1979, UNDER \$5,000

1958 MG MGA Roadster

Don & Pamela Davis of Gold River, CA

1965 Sunbeam Tiger MK I

Bob & Gayle Viola of San Mateo, CA

1969 MG MGB

Dann Shively of Folsom, CA

1970 Porsche 914-6

Rick Jeffery of Diablo, CA

1957 TO 1979, OVER \$5,000

1960 Jaguar XK 150 DHC

The Niello Company of Sacramento, CA

1961 Jaguar E-Type Roadster

The Niello Company of Sacramento, CA

1961 Mercedes 190 SL

Donnie Crevier of Costa Mesa, CA

1965 Iso Rivolta Grifo GL

Sandro & Elinor Lee of Burlingame, CA

1966 Morgan Plus 4

Jonathan Manis of Granite Bay, CA

1967 Mercedes 250 SL

Ann Kreis of Sacramento, CA

Foreign Passenger Cars

1957 TO 1979, UNDER \$6,000

1964 Volkswagen 21 Window Deluxe

Jonathan D'Atillio of Lincoln, CA

1966 Mercedes 200

Michael Ginsberg of Rancho Cordova, CA

1970 Rover 3500 S

Robert Boasberg of San Francisco, CA

1957 TO 1979, OVER \$6,000

1957 Mercedes 300 SC Cabriolet

Pat Matthews of Glen Ellen, CA

1971 Mercedes 250 SE

William Brooks of Santa Cruz, CA

1971 Volkswagen Super Beetle Convert.

Uwe Brosamle of El Dorado Hills, CA

Vintage Race Cars

1941 Willys Speedway Coupe

Jack Warren of Apple Valley, CA

1954 Kurtis 500S

Joseph Biever of Bakersfield, CA

1957 Denzel 1300 SS Roadster

Thomas & Shelley Niedernhofer of Oakland, CA

1962 Austin Healey BT7 Huffaker

Phil Foster of Wheatland, CA

1962 Lotus 23B Sports Racer

Skip Quain of El Dorado Hills, CA

2000 Cadillac LTM

Andrew Furia of Apple Valley, CA

Special Display

1939 Ford 9N Tractor

Stephan Dabrowski of Palo Alto, CA

1946 Volkswagen Sunroof Beetle

Eric Henrikson of Folsom, CA

1949 Hebmuller Police Car

Eric Henrikson of Folsom, CA

1954 Volkswagen Microbus

Eric Henrikson of Folsom, CA

1961 Holiday House Travel Trailer

Joe Hensler of Fair Oaks, CA



THE CORVETTE



CELEBRATING SIXTY YEARS!

BY LESLEY STEIN

THE EARLY YEARS 1953–1967



In the post world War II years, America turned its attention from war production to automobile production. Influenced by a growing fascination with jet travel, and all things fast, streamlined, space-aged and modern, automobile designers hit their stride with gusto.

Nowhere was this more evident than at the 1953 Motorama display at the Waldorf Astoria Hotel in New York City. It was there in January of 1953 that Harley J. Earl's "Dream Car"—the Corvette—made its public debut. An auspicious year, 1953 also saw the end of the Korean War, the birth of Lucy & Desi's Little Ricky, and the first ascension of Mt. Everest by Sir Edmund Hillary.

General Motors and its Chevrolet division were ascending their own mountain when on June 30, 1953 at their Flint, Michigan facility the Corvette went into full production.

Each of the 300 Corvettes to roll off the line that year, were hand-built convertibles with a polo white exterior, a bright red interior, and a black canvas top. Its body was made out of the then revolutionary fiberglass, chosen in part because of steel quotas left over from the war. They were equipped with Powerglide automatic transmissions mated to 150 HP, six cylinder engines with three carburetors and dual exhaust.

The car was an instant hit even though the base price for the 1953 Corvette, \$3,498, was not inexpensive. Buyers had two luxury options to choose from: a heater, costing \$91.40; and an AM Radio with a \$145.15 price tag. Gasoline to fill the tank cost on average a whopping 21-cents per gallon.

A 1953 print advertisement for the Corvette declared: "Creating a sensation everywhere!" It went on to boast, "The racy new Corvette sets a new style for a new field—the American sports car. Barely 33 inches high at door level, it has broad low lines and a road-hugging center of gravity. The smoothly contoured glass-fiber body is surmounted by a rakish back-swept windshield. A smart fabric top folds into a concealed compartment in the long

rear deck just ahead of a commodious luggage locker. The spacious two-place cockpit is beautifully styled and finished throughout in typical sports car tradition."

If that wasn't enough to convince you to run right out and buy the Corvette, the ad promised, "As for performance...it's thrilling. A 160 h.p. extra-high-compression 'Blue-Flame' engine is teamed with the new 'Powerglide automatic transmission... a combination that makes the Corvette an outstanding performer on any road, under any condition."

There were many people involved in the creation of the Corvette. But a few creative, talented, gutsy innovative thinkers were responsible for making the Corvette such a formidable automobile.

Harley J. Earl

With a nation hungry for its own sports car, (Europe had produced Jaguars, Ferraris, and Mgs) GM's chief designer Harley Earl was able to convince the Chevrolet unit to develop its own, two-seater. Known as the father of the Corvette, Earl loved sports cars and brought his idea to Ed Cole at Chevrolet. Cole was the Chief Engineer at Chevrolet and later went on to become President of General Motors. With a code name of "Opel," Earl and his Special Projects crew were able to wow Cole who was convinced the Corvette was just what the stodgy Chevrolet division needed.

Harley developed a flare for the dramatic while growing up in Hollywood in the early 1900s. As a youngster he was put to work in his father's custom coach building company. To show customers what their future vehicles would look like, Earl crafted clay models. His career path led him to Detroit where in 1937 his Art and Color Department was renamed General Motors Design Staff.

It was Earl's vision and talent that led the way for the creation and ultimate success of the Corvette. But he didn't do it alone.

THE CORVETTE

Myron E. “Scottie” Scott

Founder of the All-American Soap Box Derby, Chevrolet hired Scott in 1937 as an assistant director for Public Relations. His responsibilities included photographing the new cars, designing press kits, graphics and special events.

His most important assignment came in 1953 when Ed Cole held an executive meeting where Scott was instructed to come up with a name for the new concept car. He was told the name was to begin with the letter “C”. Pouring over the dictionary that evening, Scott landed on the word “corvette” and was intrigued by its definition: a speedy pursuit ship in the British Navy.

The next day Scott presented the name Corvette. Cole loved it and the rest is history.

Zora Arkus-Duntov

Known as the patron saint of the Corvette, Arkus-Duntov was born in Belgium, raised in Leningrad, and educated in Berlin. Defining the term “living on the edge,” he was a risk taker, a daring race driver, a brilliant engineer, and an opportunist. After the war Arkus-Duntov designed a cylinder head conversion for the Ford Flathead V8. Then in 1953 he went to work for GM’s engineering department where he turned the Corvette into one of the most respected sports cars in the world.

It was in 1955 that Arkus-Duntov transformed the Corvette from a two-seat curiosity into a genuine performance car. He took the Corvette’s new V8 engine (a 265 CID [4.3 L] and backed it with a three-speed manual transmission. Many believe this modification was the single most important in the car’s history. His work on the Corvette also included aerodynamics, the V8 high-performance camshaft, fuel injection, and an independent rear suspension that led to a pure-bred racecar. The Corvette began appearing in races at Pebble Beach and Sebring. Arkus-Duntov rubbed elbows with the greatest names in car racing: Ettore Bugatti, Luigi Chinetti, Dr. Ferry Porsche, Sydney Allard, and Carroll Shelby. In 1957 Arkus-Duntov was named Corvette’s top engineer.



Bill Mitchell and Larry Shinoda

Best known as the talent and brains behind the debut of the 1963 Corvette Stingray, Bill Mitchell and Larry Shinoda made an incredible team and left a lasting impression at Chevrolet.

In the late 1950s development began on an all-new Corvette and continued as the main focus in the early 1960s for Ed Cole, the GM of Chevrolet. Once again, Cole needed a name for the new Corvette. Mitchell, who succeeded Harley Earl as the Design Chief at GM, loved deep-sea creatures, was an avid fisherman and shark lover. It was Mitchell who came up with the name “Sting Ray.” Mitchell was passionate about this car and battled GM executives against the idea of a four-seat Corvette and won. He defended the split rear window in the 1963 model and won. Then in 1964 Mitchell ordered the split window removed due to safety concerns. He took on anyone who tried to tamper with the Corvette including divisional managers, salespeople, engineers, and even the bean counters.

Larry Shinoda, a Japanese American who as a boy was held in an internment camp, was hired at General Motors in 1956 after a stint at Ford. He went to work in Mitchell’s basement refining the design that would become the foundation for the 1963 Corvette Sting Ray. Shinoda took the Sting Ray racing car and turned it into a production car.

Known as the “midyear” Corvettes, the 1963-1967 models produced by the Mitchell/Shinoda team are thought by many to be the best of the Corvettes and the most desirable. Its sleek design and advanced engineering are what make it so attractive. The 1963 Sting Ray featured four-wheel independent suspension, retractable headlamps, and the now famous “Split-Window” on the rear of the car.

The 1963 Corvette Sting Ray was so well received by the public, GM was forced to add an extra shift at its St. Louis plant. For the first time in its history, Chevrolet would build over 20,000 Corvettes, growing to over 27,000 in 1966. Car Life awarded its “Engineering Excellence” award to the new Corvette.

Today, few American cars are as instantly recognizable as the Corvette. It’s rich racing history and storied pedigree makes the Corvette one of the most coveted and valuable American automobiles ever built. •



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The 10th 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 six decades.

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

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

In 2008 the SCCA set in motion a new policy; there will be a championship awarded to the automobile that has the greatest number of points for the concours season. Each automobile, upon entry into a SCCA Concours, will receive five points. For 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 the following year only from the Concours Championship Award but may enter in all shows and be eligible to be a class winner, thus not having the same automobile winning the championship year after year. After a one year absence the automobile will be again eligible for the championship competition.

The points have been tabulated for the 2013 season by the SCCA and the award will be presented today at the 2013 Niello Concours at Serrano.

- Ed Therrien** ~ Chief of Concours
- Butch Wright** ~ Chief Judge
- Shirley Wright** ~ Chief of Scoring
- Darren Townsley** ~ Chief of Field
- Tom Ganno** ~ Director of Marketing
- Jim Perell** ~ Director of Communications/SCCA Liasson
- Cindy Scagliola** ~ Director at Large
- Pat Wille** ~ Secretary/Treasurer
- Richard Simonds** ~ Director of Training
- Morris Lum** ~ Photographer/Webmaster

**THE 2012 SCCA CHAMPIONSHIP AWARD
1931 Ford Model A**

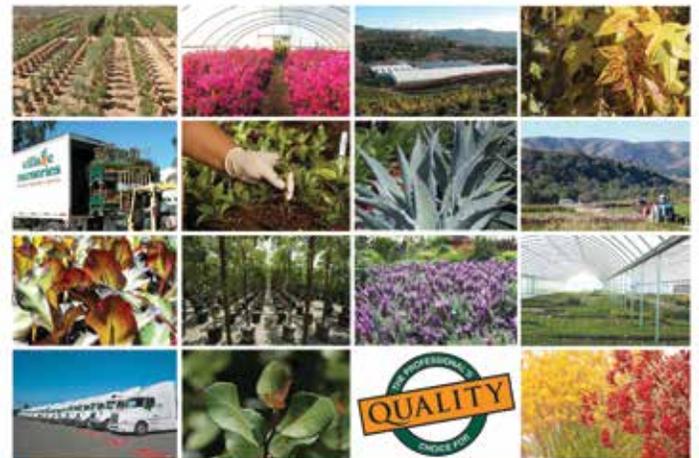
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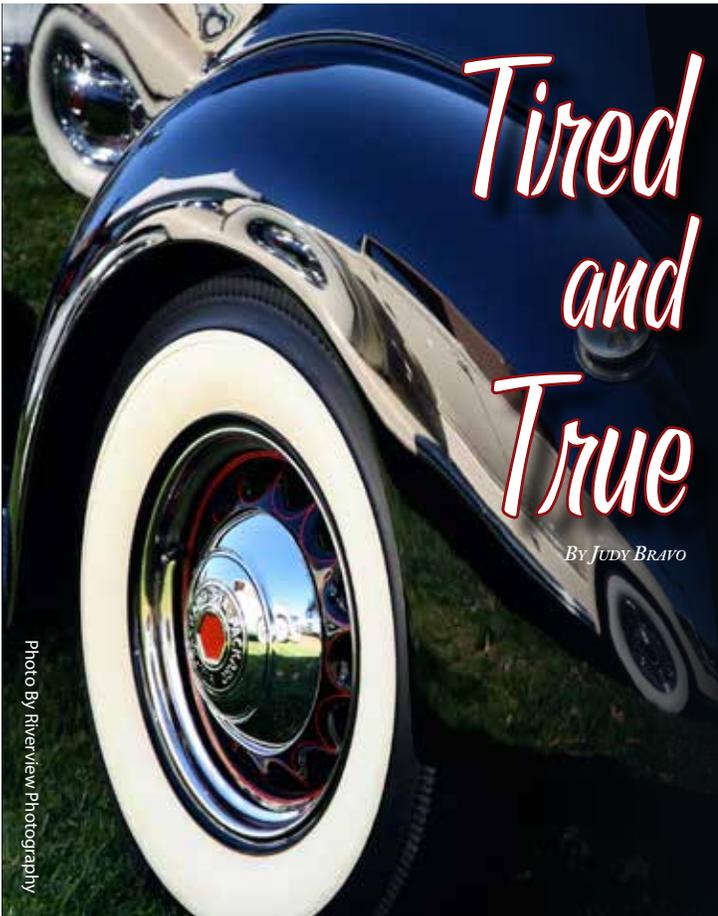


Photo By Riverview Photography

Tired and True

By JUDY BRAVO

Automobile manufacturers would have been forced down another road if the development of tires had not taken its innovative parallel pathway. It all started rolling in 1844 when Massachusetts inventor Charles Goodyear patented the process of vulcanization which made durable rubber products possible. Then in 1887 a Scottish veterinarian John Boyd Dunlop while attempting to improve the ride on his son's tricycle came up with the inflatable tire. Dunlop patented his pneumatic tire, only to relinquish his exclusive rights to Robert Thompson who had beaten him to the idea 40 years earlier.

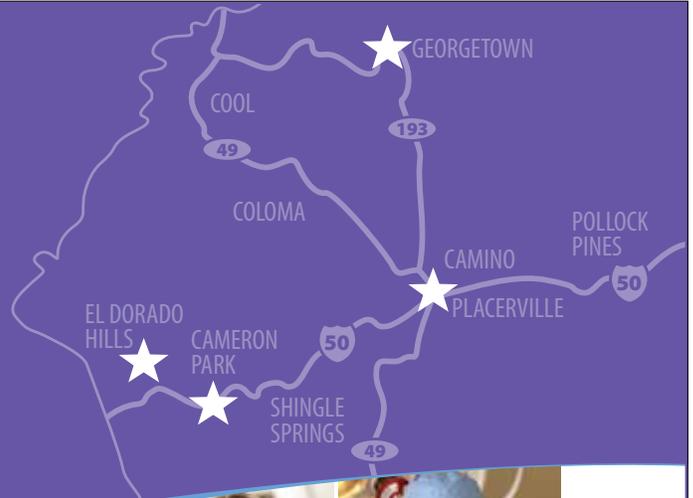
Not until 1895 did those French brothers put inflatable tires on an automobile, their Peugeot that they campaigned in the Paris-Bordeaux Race. Innovative on its own, in 1946 the Michelin firm introduced the radial tire that was reinforced by a circular steel belt that enhanced both its durability and its traction.

Not to be outdone, Dunlop introduced the run-flat tire in 1974. Stiffer sidewalls helped to delay deflation during blow-outs. Then in 2005 Michelin once again trumped the industry with its "tweel", a wheel and tire combination that uses no air at all. Pundits predict it should be perfect to run on hybrids. After all, isn't the 'tweel' a hybrid itself of sorts? •

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—Best of Show—

2012



Steven Hellon Photography

1957 Ford Skyliner
ROBERT TIFFIN – RED BAY, ALABAMA

Specialty Awards 2012



THE CHAIRMAN'S AWARD
IN HONOR OF GEORGE A. MOORE
1958 PONTIAC BONNEVILLE CONVERTIBLE
Mike Marsh – Vacaville, California



HONORARY JUDGES AWARD
1933 PIERCE-ARROW SILVER ARROW
Academy of Art University – San Francisco, California

GRAND MARSHAL AWARD
1963 LOTUS SUPER SEVEN 1500
Dann Shivley – Folsom, California



THE TOUR AWARD
1965 LOTUS ELAN
Duke Zanders – Placerville, California





OUTSTANDING SHELBY AWARD
1965 SHELBY MUSTANG
Marshal Crossan – Folsom, California



OUTSTANDING PIERCE-ARROW AWARD
1933 PIERCE-ARROW MODEL 1236
Richard & Janet Lange – Los Altos, California



MOST ELEGANT MOTOR CAR AWARD
1947 DELEHAYE 135 M
Gordon Johnson – Alamo, California

MEQUIAR'S BEST FINISH AWARD
1949 CADILLAC 2 DOOR CLUB COUPEE
Marshall & Nancy Kraus – Sacramento, California



Class Awards 2012

Class A

CLASSICS - 1925 - 1948



1947 DODGE DERHAM
John White - Sacramento, California

Class CV

COMMERCIAL VEHICLES



1957 GMC 150 NAPCO
Frank Ritter - Citrus Heights, California

Class E

UNRESTORED MOTORCARS



1902 PRESCOTT SPORTS STEAMER
Gary Lucas - Tiburon, California

Class F

MUSCLE CARS TO 1973



1970 FORD BOSS 302
Jerry Garrity - Reno, Nevada

Class G

LAMBORGHINI



1988 LAMBORGHINI COUNTACH
Allen Mobanna - Folsom, California

Class I

FERRARI



1987 FERRARI TESTA ROSSA
Shannon Rogers - Loomis, California

Class K

MASERATI



1973 MASERATI BORA
Wilson Werhan - Walnut Grove, California

Class M

ANTIQUES TO 1919



1903 CADILLAC MODEL A WILSON
Lee Perry - Vacaville, California

Class N

VINTAGE OPEN AND CLOSED TO 1948



1931 FORD MODEL A
Terry Wagner - Fair Oaks, California

Class P

AMERICAN MANUFACTURE 1949 - 1969



1957 FORD SKYLINER
Robert Tiffin - Red Bay, Alabama

Class PA-2

PIERCE-ARROW



1935 PIERCE-ARROW SILVER ARROW
Academy of Art University - San Francisco, California

Class PL

AMERICAN LUXURY 1949 - 1969



1958 PONTIAC BONNEVILLE CONVERTIBLE
Mike Marsh - Vacaville, California

Porsche 356

1963 PORSCHE 356 COUPE



1963 PORSCHE 356 COUPE
Ted Blake - Sacramento, California

Class Q

EXOTICS 1988 TO PRESENT



2003 DODGE VIPER
Jeff & Darlene McClure - Rocklin, California

Class S1

CELEBRATING 50 YEARS OF CARROLL SHELBY



1963 SHELBY KING COBRA
Bill Hartman - Yuba City, California

Class S2
SHELBY COBRAS TO 1967



1963 SHELBY COBRA
Jay Hawkins – South Lake Tahoe, California

Class S3
SHELBY MUSTANG



1965 SHELBY MUSTANG
Greg Mayer – Sacramento, California

Class S4
SHELBY COBRA POST 1967



2012 SHELBY COBRA 50TH ANNIVERSARY
Jerry Neil – Winters, California

Class Cobra
MANUFACTURERS



2011 COBRA FACTORY FIVE
Daniel LePage – El Dorado Hills, California

Class T
AMERICAN SPORTS CARS 1953 – 1967



1954 KAISER DARRIN
James Orsburn – Gold River, California

Class T1
CORVETTE 1963 – 1967



1967 CHEVROLET CORVETTE
Chuck Camilleri – Redwood City, California

Class U
FOREIGN SPORTS CARS THRU 1956



1953 MG TD
Karl Krause – Arnold, California

Class U1
JAGUAR XK 150



1960 XK 151 SE FHC
Phillip Monego – Emerald Hills, California

Class V
FOREIGN SPORTS CARS 1957–1979 UNDER \$5000



1979 MG MIDGET
Craig & Kim Kuenzinger – Walnut Creek, California

Class VRC
VINTAGE RACE CARS



1969 CHEVROLET CORVETTE
Chris Springer – Los Gatos, California

Class W
FOREIGN SPORTS CARS 1957–1980 OVER \$5000



1974 PORSCHE 911 S
David Borden – El Dorado, California

Class Z
FOREIGN PASSENGER CARS 1957 – 1977



1977 MERCEDES 230 W 123
Andy Chan – San Francisco, California



Evolution of the

by Judyth Bravo

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

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

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

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



Concours d'Elegance

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

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

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

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



DEFINING A *Classic*

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

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

Fashion goes; style remains.

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

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

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

Its lines still look fresh in 2011, as attested with the publicity photo for the 1966 movie, *How to Steal a Million* that accompanies this article. The iconic Audrey Hepburn is

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

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

BY JUDYTH
BRAVO

