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WELCOME

FROM BRIAN & MICHELE MOORE

Welcome to the Niello Concours at Serrano! It is such a great feeling for us to look out onto the fabulous collection of automobiles on display and the attendees who have decided to share this day with us. Twelve years ago we took a leap of faith with a new venture, both for us, and the community of Serrano. We had no idea what lay ahead. These years have been some of the most challenging, yet fulfilling and rewarding of our lives. Concours day is the culmination of a lot of hard work done by a lot of people...we hope you get a sense of how important every detail of your experience is to all of us.

As we honor the marque of Cadillac Motor Cars, as well as celebrate 60 Years of Ferrari in America, the diversity of these brands, along with the other marques entered, will make for an interesting array of motor cars on the green.

We are very grateful and proud of the sponsorship provided by The Niello Company, an organization whose integrity and enthusiasm for all things automotive is evident in all they do. Rick Niello has been such a tremendous support to this event; and we so appreciate all that his Company does for this Concours.

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. Attendees always comment on the beauty and serenity of this Concours location. It truly is spectacular.

We are thankful for the friendships that have developed in our Concours family, and we are humbled by their generous support. This event has been a true labor of love and a monumental effort of so many people such as our Advisory Board, event day volunteers, and the many friends who support us in every stage of bringing to the green what you are enjoying today. Please know that all of you are appreciated beyond any expressed words we could say. Our gratitude is truly heartfelt and genuine.



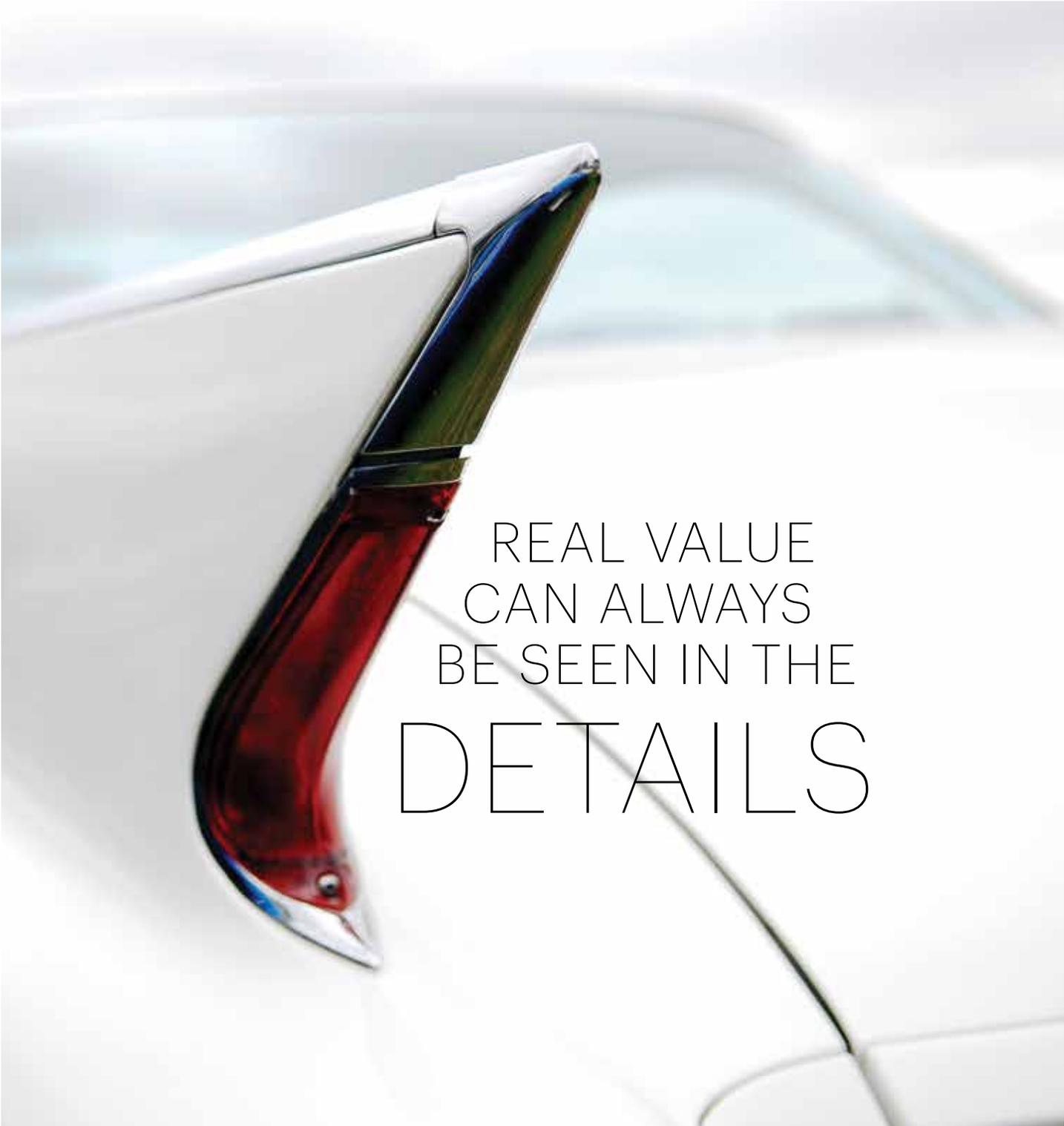
A special thank you goes out to the Solid Rock Faith Center who provide us with the many volunteers you will see at the Concours today; in turn we proudly support their Lord's Gym Outreach Sports Center.

To everyone who supports this event, from the spectators to our generous sponsors, 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 bring 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. Moment by moment, effort by effort, as each dream is brought to fruition, it is so exciting to see all the pieces come together on event day.

We sincerely hope you enjoy the Concours as much as we enjoyed creating and producing it. Here's to many more years of meeting together on the first Sunday of October for the Niello Concours at Serrano.

Sincerely,
Brian & Michele Moore
Event Organizers



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BUSINESS JOURNAL**

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WELCOME

FROM RICK NIELLO



On behalf of everyone at The Niello Company, I welcome you to the 12th Niello Concours at Serrano. Each year, the event exceeds our expectations with the incredible display of vehicles and camaraderie of automobile enthusiasts. This year is no exception.

We are delighted to celebrate of 60 years of Ferrari in America and the Marque of Cadillac. Both of these brands have been iconic symbols to our nation's automotive landscape, and the impressive display on the grounds is sure to catch your eye.

Since 1921, The Niello Company has associated itself with the most exceptional and distinctive automobiles. 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. To this day, over 94 years later, the company continues to seek out exceptional automobiles and present them in our state-of-the-art dealerships.

For the past three years, The Niello Company has been nationally recognized by Automotive News for having been named in the Top 100 Best Dealerships to Work for in North America. In 2015, we did it again with four dealerships receiving this

incredible recognition: Niello FIAT, Maserati of Sacramento, Niello MINI and Niello Porsche. We are proud of this accomplishment and diligently work to provide our customers with an unsurpassed buying experience.

As you walk the grounds today, make sure to stop by the Niello Experience on the patio area for an extraordinary display of our brands as we pay homage to the history of our company. The Niello Company represents twelve of the finest marques in the world with locations throughout the greater Sacramento area, and surrounding regions. Our brands include; Acura, Audi, BMW, FIAT, Infiniti, Jaguar, Land Rover, Maserati, Porsche, MINI, Volkswagen and Volvo. And soon, we look forward to offering one more brand to the region...Alfa Romeo.

Special thanks to Brian and Michele Moore for their endless passion and commitment to creating a memorable experience for all of the Concours guests. I hope you enjoy this phenomenal day, this exquisite setting and, most importantly, this magnificent display of fine automobiles on the green.

Best regards,

Rick Niello
President, The Niello Company



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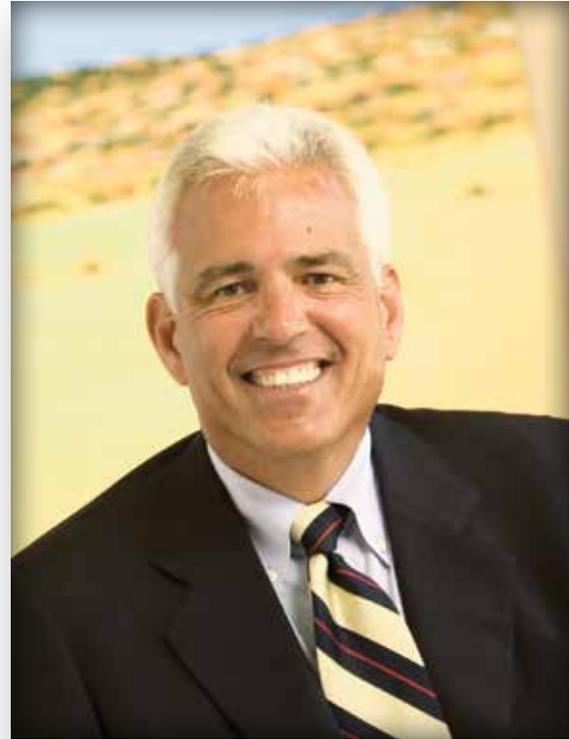


THINKNIELLO

2015

NIELLO CONCOURS AT SERRANO

Welcome
FROM
BILL
PARKER



Serrano is proud to once again host the Niello Concours at Serrano, now in its 12th year.

The Concours is a unique event that truly exemplifies the blending of community living and lifestyle experiences that define El Dorado Hills. Guests from around the world have the opportunity to visit Serrano for a day filled with some of the world's most unique motor cars, live music, fashion, incredible local cuisine, entertainment and fine wines.

My family and I look forward to this event every year. As we stroll through the Concours with community members and friends, I'm reminded how important this partnership is, and has always been. With an unwavering attention to detail and a commitment to the highest standards of excellence, Serrano and its Concours have continued to flourish over the past decade.

Again, we are honored to host the Niello Concours at Serrano, and we're thankful to have the opportunity to work closely with Michele and Brian Moore of Premier Concours Promotions again this year.

Welcome to Serrano. Please enjoy this outstanding event.

Very truly yours,

Bill Parker

President, Parker Development Company

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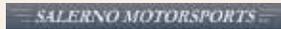


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Zsa Zsa Gabor



Liberace and his mother



The Beatles



The Tour

The logo for "The Tour" features the words "The Tour" in a red, cursive script font. Below the text is a stylized graphic of a red wheel with a black tire and a black hubcap. The wheel is flanked by two black wings with red outlines, giving it a sense of motion and speed.

The 2015 Tour provided a memorable day of driving, wine tasting, lunch and fabulous automobiles. Participants, with cars from vintage to exotic, enjoyed a breathtaking tour of the historic Sierra Foothills and the beautiful Amador Wine Country.

The Tour began with continental breakfast and registration at the Sutter Street Historic District located in Folsom, California. Next the participants enjoyed a thirty-five mile drive through the Sierra Nevada Foothills and meandered along scenic back roads in some of California's most picturesque rural settings.

Just outside of Ione, attendees were given a private tour of Sanders Aeronautics, with unequalled access, to some of the most spectacular World War II Warbirds currently under restoration and preparation for the Reno Air Races. A special aerobatics demonstration with high speed passes in the Hawker Sea Fury piloted by Brian Sanders was a highlight of the day.

Upon leaving Ione participants toured the lush Shenandoah Valley, home to a host of award-winning wineries. Participants

wound their way along country roads of oak studded hillsides with the beautiful Sierra Nevada Mountains as their backdrop. After a fifteen mile drive, tour takers arrived at the beautiful Bella Piazza Winery where lunch was served al fresco. This Tuscan style winery offered guests an opportunity to experience and to feel the romance of wine making. Participants were served gourmet food and wine while dining on the plaza patio surrounded with breath taking views of rolling hills and vineyards.

After lunch, participants were free to explore the area at their leisure. Visiting the wineries of Amador County is a delight; most are small family operations where unpretentious hospitality is the norm.

The Tour is open to any classic, vintage or exotic motor car owner who would like to enjoy a day of driving approximately 80-100 miles. It will be held on May 14, 2016, with details of location coming soon. Sign up for our online newsletters at www.TheConcours.net to be in the know of tour happenings. •

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2015

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ROBERT T. DEVLIN

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ANDREA HOWARD

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Jesse Bravo

THE MAN BEHIND THE CAMERA

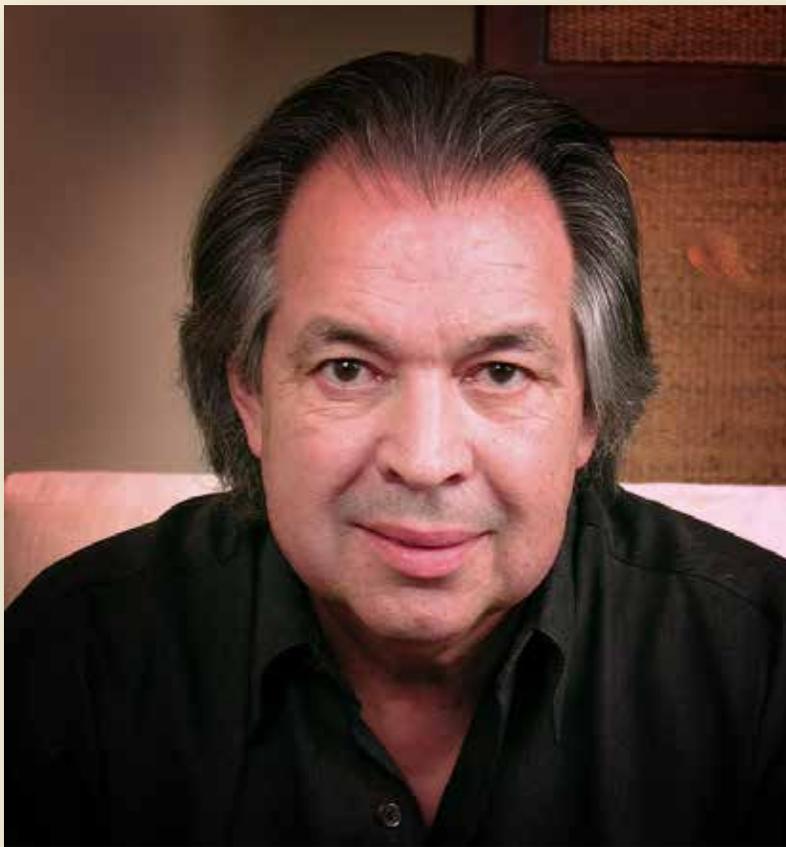
When Jesse Bravo, photographer of this year's program cover, photographs automobiles he gets to combine his two great passions - automobiles and photography. Both enthusiasms began early and have never waned during his lifetime.

Bravo's ardor for automobiles began when he was a ten year old growing up on a pear farm in what now is the heart of the Silicon Valley. When no adults were watching, he'd sneak the family's model A Ford onto the country road for a quick two mile ride before turning into the safety of the farm again. His first "restoration" was that of a pear orchard sprayer, mentored by an older brother. He then took up car detailing in order to gain the favor of driving his older brother's car a few feet in exchange for wax jobs.

Bravo's passion for photography actually began even earlier as he snapped away with his first camera, an Insta Flash from the Herbert George Company. Bitten by the shutterbug, upon graduation from James Lick High School, he attended Brooks Institute of Photographic Arts and Science in Santa Barbara, California. Upon graduation he was valedictorian of his class.

Bravo then commenced a career in commercial photography which covered subjects from architecture to zoo animals. His next career move was into photojournalism with United Press International. Based in the San Francisco Bay Area, he was given the opportunity of a lifetime to meet and to capture forever the likes of the Beatles, Frank Sinatra, Zsa Zsa Gabor, Mel Torme, Liberace, Steve McQueen and the Kingston Trio.

About this time, Jesse took up auto racing. He spent Sundays racing his MG with Steve McQueen and Nick Reynolds of



Kingston Trio fame, who became his lifelong friend (Bravo's photographs of the Kingston Trio have been chosen for a special exhibit in their honor at the Smithsonian Museum).

Bravo's career segued into the field of micrographics and digital imaging. Eventually he became President and CEO of the Mark Larwood Company based in Redwood City, California. Later he became President and General Manager of the TRW Imaging Systems Group.

In his "retirement"

Bravo's photographic enthusiasm has shifted to digital fine art. With his large format Better Light Scan Back Camera he has digitized collections for the Crocker Art Museum, the Haggin Museum and the Nevada Art Museum.

During his retirement Jesse became involved in the Concours Division of SCCA, eventually becoming Chief of Concours, a position he greatly enjoyed. He also restored and campaigned a 1961 Morgan racer in historic car racing events. Currently he is completely a ground up "re-restoration" of his 1963 XKE convertible that he had restored and shown in the seventies, garnering Best of Show in Santa Barbara and Best in Class at the Western States Jaguar Meet in 1978.

A Rotarian, Bravo also enjoys membership in Sacramento's Sutter Club, serving as its president in 1999. In 1972 Jesse played a pivotal role in the first Concours d'Elegance in the Sacramento Valley which was sponsored by Rotary and held at Rancho Murieta. Jesse was also the person who facilitated the first meeting between the Moores and Parker Development's Serrano to start the concours you are attending today, the Concours at Serrano. Married for thirty-seven years to wife Judyth, he resides with her in Fair Oaks. •

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The Jewel in the GM Crown

by Judyth Bravo

Even a man of great vision such as the French explorer Antoine de la Mothe Cadillac who founded Detroit in 1701 as a fur trading center could not foresee that his name would be linked forever in history with a vehicle that would bring both prosperity and recognition to his city. Two hundred years later another man of vision would inspire the creation of the Cadillac Automobile Company.

That visionary was Henry Martyn Leland, a skilled and highly principled toolmaker who owned Leland and Foulconer Manufacturing Company in Detroit. Lumber baron William H. Murphy consulted with Leland when a young mechanic named Henry Ford pulled out of the new automobile firm Murphy and his associates had backed with their own capital. Leland encouraged Murphy to go ahead with the fledgling car company, using a horizontal single-cylinder engine designed at Leland's own plant by Lanson Brush. Wisely, Murphy and his partners heeded Leland's advice and reorganized their firm as the Cadillac Automobile Company. Part of the Cadillac cache was the French family's coat of arms dating from the 11th century. The authentic emblem was adopted for the car and is still in use in 2015. Two years later that firm merged with Leland and Foulconer to become the Cadillac Motor Car Company. With Leland in the driver's seat as president, the first Cadillac was completed in October of 1902 and was showcased at the New York Automobile Show of 1903.

This first Cadillac with its single-cylinder engine was primitive in comparison to European models of the time. Fortunately the car's simplicity, light weight and high ground clearance was just what America's rustic roads required. Sixteen thousand Cadillacs were sold between 1903 and 1908 in various body styles in the price range of \$750 to \$1,400.

In 1908 Cadillac earned its place in the automotive industry's Hall of Fame with its model K, a two-seater light runabout. With a dramatic demonstration at Brooklands' racetrack in Britain, the Cadillac proved its claim that its cars were made of parts that were entirely interchangeable. Until then, auto enthusiasts took for granted that hand-fitting would always be necessary when replacing old auto parts with new ones. At the urging of Frederick Bennett, England's importer of Cadillacs, officials of the Royal Automobile Club picked three new Cadillacs at random, had them disassembled by official mechanics, mixed up the parts, threw in some new ones for good measure, and then requested three Model K's be assembled again. The reassembled vehicles ran 500 miles at Brooklands without the slightest problem. One of the three, selected by the RAC, won its class in the 2000 mile Reliability Trial of 1908. Cadillac was awarded the coveted Dewar Trophy that year for the greatest advance made by any motorcar.

Cadillac's growing reputation convinced the legendary William Crapo Durant of Flint, Michigan, to include the marque in General Motors Company in 1909. Happily, Cadillac's high standards set by Henry Leland and his son Durant were not lowered in any way by the association. Cadillac

continued to build "the most moderately priced strictly high grade motor car in the world".

In 1912 Cadillac made automobile history when it was awarded a second Dewar Trophy for advances in electronics. Cadillac in conjunction with Charles Kettering's Delco Laboratories produced the first practical electrical system encompassing ignition, lighting and a self-starting system. This became the prototype for all such systems developed since.

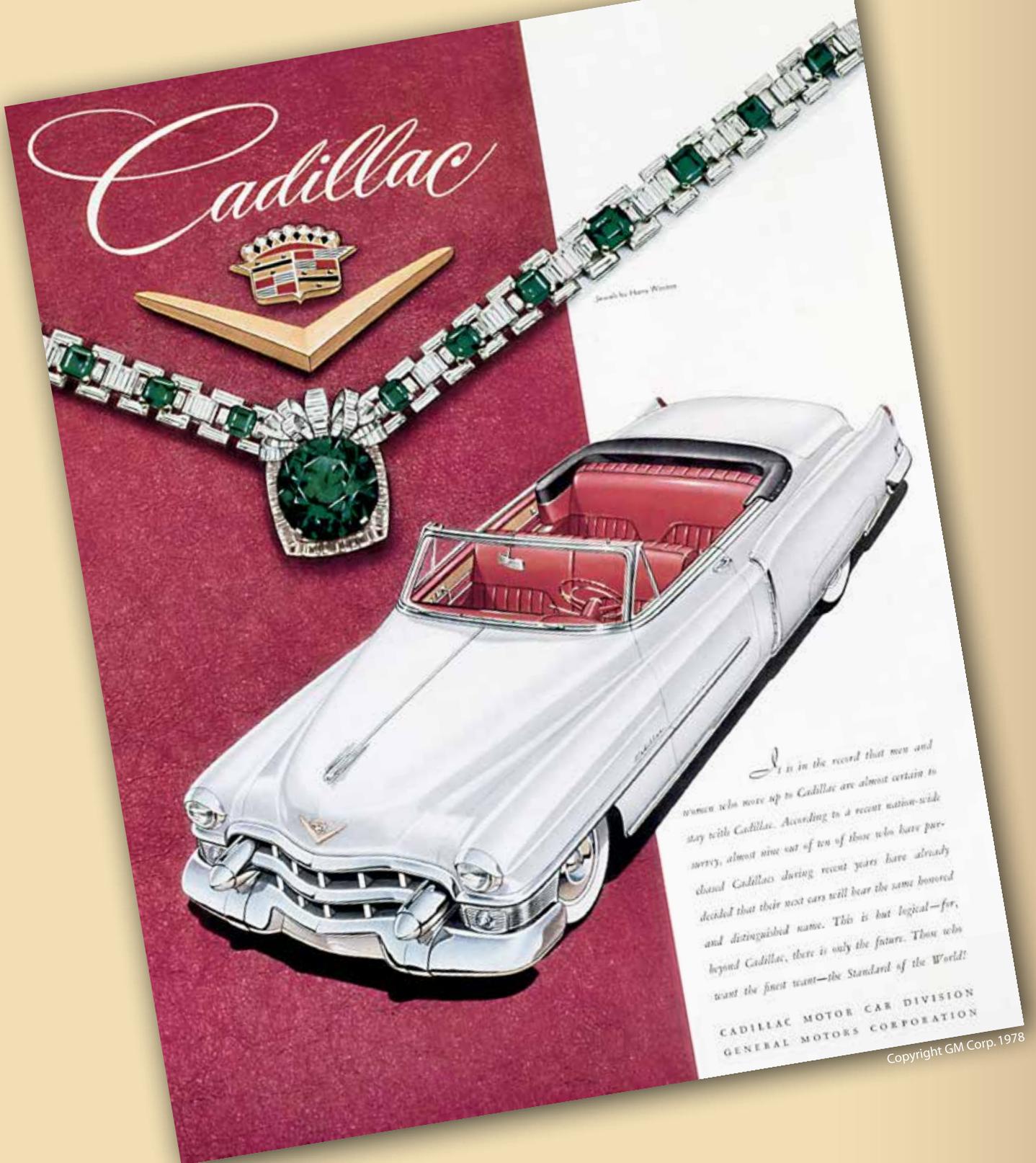
Next the innovative Kettering built a V8-powered car that convinced Leland that this was Cadillac's direction for the future. The standard Cadillac engine of 1915, the 5150cc V8, 70 horsepower strong, was both a commercial and a technical success. Interestingly it was

"engines" that led to the Lelands' departure from Cadillac at the time of WWI. The Lelands insisted that Durant halt car production to convert to production of the new Liberty airplane engine. When Durant refused, the Lelands left to start the Lincoln Motor Company that would become Cadillac's most important competition.

In 1925 Lawrence Fisher of the famous coach-building Fisher brothers took the helm of Cadillac and had a strong impact on the marque. One of his first achievements was an expansion program that allowed 47,420 cars to be produced in 1927. With the introduction of a new V8 in a small-bore five-liter size, Cadillac welcomed a smaller companion car into its stable called the La Salle. This new marque was the catalyst that led Fisher to hire a young Californian car designer, Harley Earl, to give shape and style to the La Salle. The new marque met its match with the Depression and the last LaSalle rolled off the assembly line in 1940.

The innovative designer stayed, however; and in 1941 Earl along with Bill Mitchell, a brilliant young designer from the Cadillac Studio, put a horizontal rectilinear egg-crate grille design on the front of Cadillacs, which the company has incorporated into its design ever since. Earl and his brilliant team, inspired by Lockheed's Lightning interceptor, added tail fins to Cadillac's singular style in 1948. The fin craze marked its peak in 1959 and Cadillac stylists, then led by Bill Mitchell, began to scale them back, paving the way for a simply elegant 1965 model. By then Cadillac had produced three million units.

The 1966 Cadillac had its best annual sales yet, over 192,000 units, an increase of more than 60%. This was exceeded in 1968, when the marque topped 200,000 units for the first time. Cadillac experienced record sales in 1973 and again in the late 70's. Then in 1977 Cadillac DeVille models lost hundreds of pounds and got smaller engines. Fuel economy and handling improved. The downsizing trend accelerated in the 1980's with many models growing dramatically smaller and the Division even introducing a front wheel compact called the Cimarron. For the 21st century Cadillac ushered in a new design philosophy called "Art and Science" which incorporates sharp forms and crisp edges. This design with an emphasis on technology



informed the original CTS model and spread to the Cadillac XLR roadster.

The Cadillac V-Series is the name of high performance vehicles tuned by the GM Performance Division specifically for the marque. Models in the V-Series include the CTS-V coupe, sedan and wagon. Most V-Series Cadillacs feature high-performance V-8 engines wedded to manual six-speed transmissions or automatic transmissions.

In 2009, the second generation CTS-V sedan; which was created expressly to compete with the BMW M3, achieved a lap time of 7:59:32 at Nurburgring Nordschleife, which was the fastest documented time for a production sedan on factory tires.

Of course, that record didn't stand long (a Porsche Panamera Turbo clocked a time of 7:56 in July 2009). However, the performance levels of the CTS-V confirm Cadillac's continued commitment to speed and to driver satisfaction one hundred thirteen years after the marque's inception.

For 2016 Cadillac offers the ATS-V coupe, a luxury performance model with a 464-hp turbo V6 beast under the hood and a \$70,000 window sticker.

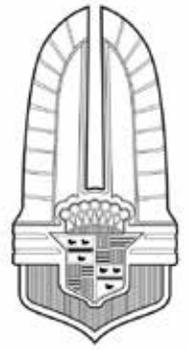
It seems that the V that Cadillac is inserting in its model classifications stands for VITALITY. Long may this esteemed brand perform breathtaking laps on the racetracks of this jaded old world. Go, Caddy, go. ●



1906



1933



1942



Cadillac

THE HISTORY OF THE CADILLAC CREST

In a brochure celebrating the 25th anniversary of the Cadillac Motor Car Company, it is said that Antoine de la Mothe Cadillac, founder of Detroit (after whom the Cadillac automobile was named in 1902), possessed a pioneering, roving spirit. There was a description also of the Cadillac crest, said to have been designed four centuries before Columbus discovered America. It was asserted also that Cadillac was descended from the old counts of Toulouse, who in turn were affiliated with the Royal French stock. History tells a different story!

Most sources now agree that Cadillac borrowed the name and probably designed the crest himself, around the time he married, in 1687. Indeed part of the crest resembles closely the authentic coat of arms of an old neighbor of his, Baron Sylvester of Esparbes [or Esparbès] de Lussan, Lord of Lamothe-Bardigues.

The self-styled Lamothe-Cadillac was in fact of modest origins. He was born Antoine Laumet on March 5, 1658 at St. Nicolas-de-la-Grave, in France's Tarn & Garonne Department. When he wed in 1687, not only did he knock four years off his age



1957



1964



2000

(stating it to be twenty-six, instead of thirty) but also he invented for himself a noble ancestry. He asserted that his (late) father was one Jean de Lamothe, sieur de Cadillac, Launay & Semontel, a Counselor to the Parliament in Toulouse. He identified his mother as a noblewoman by the name of Jeanne de Malenfant. However, his official birth certificate identifies his father as Jean Laumet, an assistant magistrate in the court at St. Nicolas-de-la-Grave. His mother was Jeanne Pechagut, a modest homemaker.

It was in 1682, at the age of twenty-four, while allegedly serving in the military at Thionville that Laumet began calling himself Cadillac; it was customary in those days, for aspiring young officers to adopt a so-called “nom de guerre” (name of war); “Cadillac” had a good ring.

In 1683, Laumet set sail for the New World and in 1687, in Quebec (which was New France at that time), he married Marie-Thérèse Guyon, niece of French-Canadian privateer, François Guyon. They had met at the Governor’s ball at Quebec’s Château St. Louis, when she was just seventeen. He signed the marriage register as “Lamothe Launay” and named his mother as Jeanne de Malenfant. The French particle “de” implies noble birth. However, if taken separately, the French words “de mal enfant” literally mean “of the evil child”. Was Antoine attempting to be coy by admitting that, in fact, he was “Mommy’s bad boy”?

It was relatively common for adventurous Frenchmen immigrating to the New World in those days to usurp the noble title and armorial bearings of true, blue-blooded noblemen back home who—it was assumed—would never find out about it. Laumet was no exception; he borrowed the name Lamothe, possibly on account of its consonance with Laumet. He also took over the noble ancestry associated with the Lamothe name as well as the coat of arms of Baron Sylvester.

The late Harry Pulfer, who researched the Cadillac coat of arms in America, said that its origins were less known although he did assert that the armorial bearings of the Cadillac family had been “set

down in French heraldry”. I assume he was referring to the records of Canada’s Drouin Institute of genealogy. In reality, however, there is no noble Cadillac family to which Antoine Laumet might be connected, nor any crest like the one used on Cadillac motor cars since 1906. The closest such crest is the one belonging to the real Lamothe family.

The Cadillac coat of arms is a believable montage of bits and pieces of authentic heraldry that Antoine Laumet put together to serve his own purpose. Even though it was duly and officially registered and recorded, circa 1687, by the heraldic authorities of Quebec in New France (now Canada), the only authentic parts of the Cadillac crest are the first and fourth quarterings featuring the legless birds; in heraldry these are known as martlets [merlettes in French]. They are the heraldic adaptation of the martin.

The crest that Laumet “borrowed” still graces the imposing wrought-iron gates of the Château de Bardigues, near Castelsarrasin; he merely changed the colors. He added in the 2nd and 3rd quarters the additional coat of arms of either Virès, in France’s Languedoc region, or Albret in Gascony.

There is no record in France of any Lamothe-Cadillac family or crest, other than the one “invented” by Antoine Laumet when he was in the New French Territories.

In 1999, Cadillac announced the first change in its shield-and-crest emblem since 1963. The new, cleaner design was used in company advertising, starting in 1999, and on Cadillac cars beginning in 2002. Cadillac changed the crest again in 2014 with the new look first being shown on the Elmiraj concept. The wreath is gone, and the crest is lower and wider. “Sleek and streamlined,” Cadillac says, just like its current lineup. This new Crest matches the lower, longer, leaner mantra of our current car designs,” Andrew Smith, Cadillac’s executive design director, said in a press release. The crown last seen before the 2000 redesign has not reappeared—no need to look cocky. ●

Birth of LaSalle

by Judyth Bravo

What ultimately emerged as the LaSalle marque in 1927 is generally regarded as the beginning of modern American automotive styling. Cadillac's General Manager Lawrence P. Fisher conceived a brand to fill what he perceived as the large gap in General Motors offerings between Buick and Cadillac.

To fully understand how imperative it was to Fisher to fill this gap, auto aficionados will need to know the reasoning behind "companion marque strategy", a carefully crafted market segmentation program that was the vision of Alfred Sloan, GM's legendary CEO.

In an era where automotive brands were somewhat restricted to building a specific car per model year, Sloan decided that the best way to bridge the gaps was to develop companion brands that could be marketed through the existing sales network. Cadillac which had seen its base prices soar in the 1920's, was assigned the LaSalle as a companion marque to fill the gap that existed between it and Buick (interestingly LaSalle was a name borrowed from a French explorer in America, as was the name Cadillac).

Fisher gave the task of creating the new brand to the very talented Harley Earl who would go on to have a thirty year career at GM, eventually controlling all design and styling for the ginormous manufacturer, and becoming a Vice President, the first top executive ever appointed in the field of design in a major American corporation.

Earl was exactly the visionary the General Motors needed to succeed. Fisher met the talented young designer through Cadillac dealer Don Lee when Fisher was visiting Cadillac distributors around the country. Earl was director of Lee's custom body shop, a position he garnered when Lee purchased Earl Automotive Works from Earl's father, a coachbuilder in Hollywood, California.

Fisher was not only impressed with Earl's designs but also his methods, including the use of modeling clay to develop the forms of his designs. The brilliant Earl did not envision LaSalle as a

junior Cadillac but

as something much more

agile and stylish, not unlike the

rakish Hispano-Suiza roadsters of the time.

The resulting LaSalle emerged as a smaller, yet elegant counterpart to Cadillac's longer cars, unlike anything else built by an American firm. The success of LaSalle convinced General Motors President Alfred Sloan to create the Art and Color division and to name Earl as its first director.

The La Salle would be manufactured until 1940, but Earl's design achievements for General Motors such as the wraparound windshield, the hardtop sedan, factory two tone paint and tailfins, as well as the infusion of new 'brands' within the established marques like Corvettes, Firebirds and Buick LeSabres, ensure that his contributions to automotive history will never be forgotten. •



Visit this 1934 LaSalle Series 350 Coupe Model 6376 owned by Marshall & Nancy Kraus of Sacramento, on the green today during the Niello Concours at Serrano.

A Family Affaire

1934 LASALLE FLEETWOOD CONVERTIBLE



An eighty year old automobile that is in concours condition must have a storied past. In the case of the elegant yellow 1934 LaSalle Fleetwood Convertible shown by its owners Dr. Benjamin and Margaret Solomon at the 12th Niello Concours at Serrano, its tale is worthy of the Hollywood screen, a veritable American dream lived out.

The story begins in 1953 when the Solomon family moved from New York to a house on Land Park Drive near the Tower Theater in Sacramento. The brothers Solomon, Ben, Bob and Dan were 14, 13 and 8 years old respectively.

In the spring of 1954, the brothers came across a 1934 LaSalle convertible at American Wrecking on Stockton Boulevard. With its Art Deco styling and low profile, the sleek automobile was a stunner. Of course, the low profile was enhanced by the car being parked in the mud, sans wheels and tires!! The junkman wanted \$15 for the car and was willing to throw in wheels, tires and a new grill still in its wrapper.

After a week of scrounging, the brothers could only come up with \$11. The junkman took it. During the ensuing year, the enterprising trio purchased a 1936 coupe for engine parts (\$20), and a Cadillac sedan for its gauges (\$10). Later they would acquire two more 1934 convertibles and a sedan for parts.

In 1956, the precocious threesome entered their car in the Pebble

Beach Concours d'Elegance. Right out of a Hollywood script they had to hire a driver since none of the boys were old enough for a driver's license. At the show, the Chief Judge, the well-known Lucius Beebe, who was then Editor of the Territorial Enterprise in Virginia, advised the brothers to repaint the car in its original color (they had used a spiffy 1955 Dodge Royal Lancer purple). After repainting the car themselves in early 1957, they received an "Honorable Mention" when they showed their beauty again.

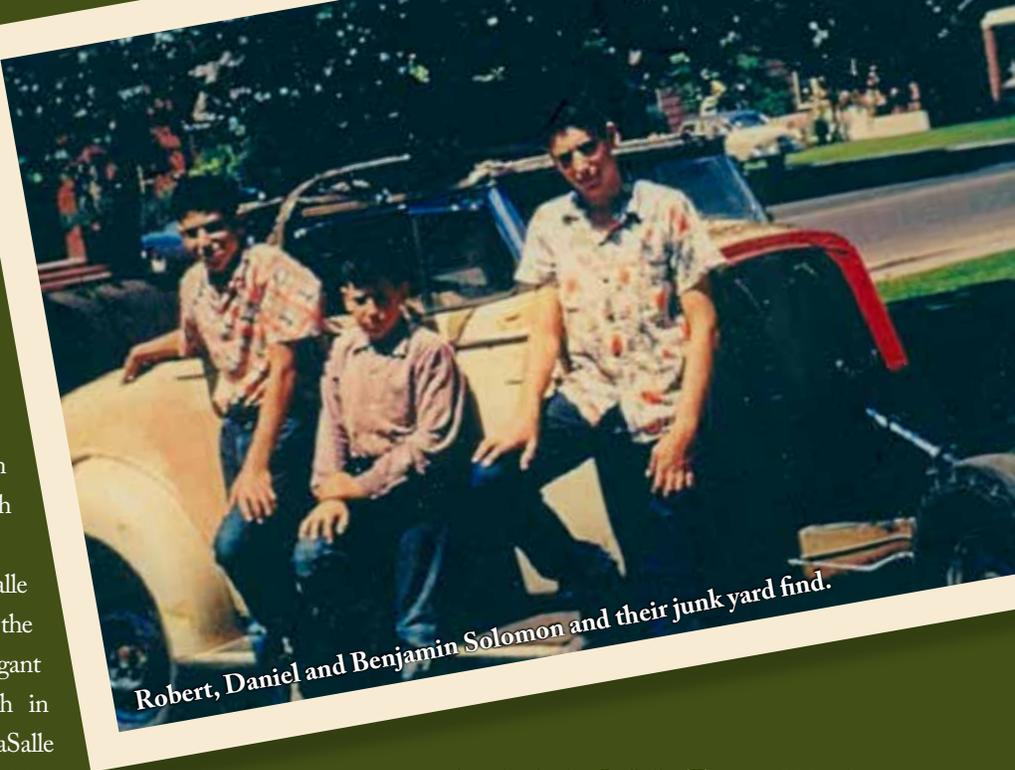
Again, right out of a film script, all three brothers learned to drive in the LaSalle, and became adept at body work as a result of numerous crashes and dings (Bob even managed to drive the car over a small cliff). By the fall of 1957 both Bob and Ben were attending UC Berkeley and Dan inherited the vehicle.

In 1961, Dan tricked out the automobile with a new 394 CID Olds V-8 engine that quickly destroyed the transmission. The older brothers presented Dan with an International Truck Transmission for a high school graduation gift. Eventually the car was made very drivable, conveying Dan and friends to Calgary and back.

Fast forward to 1984 when Dan called Ben to ask if he wanted the car back, since it was in the way in his warehouse. The LaSalle was towed to Tahoe and used for transportation until 1994 when Ben

retired as President of Sierra Nevada College. It seemed at the time that it would be a good project to do at least a superficial restoration. The car was taken to a body shop in Truckee where it was dismantled. After a frustrating year of inaction on the part of the shop, Silver State Restorations picked up the pieces and began the project in earnest. The frame-up total restoration was completed in 1997 with Ben remanufacturing all wood, utilizing skills acquired while working in the family boat factory in Sacramento during his high school years.

In the Hollywood finish tradition, the LaSalle won Best of Show in its first outing, next the Elwood Hauser Trophy for the Most Elegant Open Prewar American Classic at Hillsborough in 1997. Next it took first place at the Cadillac/LaSalle Grand Nationals in 1999 with 99.9 points. Then following that huge win, the family received one of those "couldn't refuse" offers. The beloved automobile was sold in 1999. Refer to the script: enter seller's remorse. The next five years are spent



Robert, Daniel and Benjamin Solomon and their junk yard find.

trying to buy back the LaSalle. Then in 2004 the new owner agrees to sell the car back to the Solomons for 10,000 times the original cost. The car has now traveled about 200,000 miles, and just over 1000 miles have been logged since restoration. •



If while on the green at the 12th Annual Niello Concours your toes seem to want to tap to some unheard melody, you may be in the vicinity of James Newberry's gorgeous green Cadillac Eldorado Seville. Newberry is the second owner of the Caddy; the first was country-music cross-over legend Jim Reeves. How Newberry and the Cadillac connected is a great story.

Early on, Newberry financed his college education by moon-lighting as a disc jockey and was a great fan of Reeves. Guitarist Chet Atkins is credited with convincing Reeves to cease singing "tenor" and switch to the velvet "baritone" that Newberry so admired. Newberry was a consultant to Jim Reeves Enterprises and remained a close friend of Jim Reeves' widow Mary Reeves until her death.

Reeves became immensely popular; in fact, he is generally credited with giving country music a worldwide market for the first time. In late 1959, Reeves scored his greatest success with *He'll Have to Go* which earned him a Platinum Record. The single shot to number one on *Billboard* magazine's Hot Country Songs Chart on February 8, 1960, and remained there for fourteen consecutive weeks. Then Reeves did what any other red-blooded successful American country singing idol would do. He purchased himself a new Cadillac Eldorado Seville. (Remember Elvis liked the brand so much that he gave a hundred away as gifts).

In 1964 tragedy struck and Reeves was killed in a plane crash as he piloted himself and Dean Manuel, his partner, manager and pianist to Nashville during a horrific storm. His widow, Mary Reeves, displayed the beloved Caddy at a museum in her husband's memory in Nashville. Unprotected during harsh winters, the car was in need of a frame-off restoration to factory specifications when Newberry purchased it from Reeves's estate.

When the restoration was complete, the car was shown at concourses for two years, garnering both Best of Show and many best of class awards along the way. Then Newberry was forced to store his prize vehicle. He hired professionals to prepare the car for storage and it remained in "mothballs" for ten years.

On the Green TODAY

1960 CADILLAC ELDORADO SEVILLE

*Owned by James Newberry, and his wife Priscilla
Felton of Roseville, California*



The Caddy has just completed a "re-restoration" and is shown on the green today back to factory specifications. It represents the last of the Eldorado hardtops manufactured, and as long as it is, the car was designed to go from 0 to 60 mph in 10.8 seconds. Visit this beautiful Cadillac and its owners on the green today. •

The History Behind the Ferrari Emblem



The story of the prancing horse is simple and fascinating. The horse was painted on the fuselage of the fighter plane flown by Francesco Baracca, a heroic Italian pilot who died on Mount Montello: the Italian ace of aces of the First World War. In 1923, when I won the first Savio circuit, which was run in Ravenna, I met Count Enrico Baracca, the pilot's father, and subsequently his mother,

Countess Paolina. One day she said to me, 'Ferrari, why don't you put my son's prancing horse on your cars; it would bring you luck.' I still have Baracca's photograph with the dedication by his parents, in which they entrusted the emblem to me. The horse was black and has remained so; I added the canary yellow background because it is the colour of Modena." — Enzo Ferrari! •



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60 YEARS OF **Ferrari** IN AMERICA

by Frank Weismantel

FERRARI. A single word understood and revered throughout the world. It is a name that transcends all languages and nationalities. A single word able to inspire virtually anyone to rhapsodize and dream of high speed, timeless glamour, breathtaking beauty, undeniable status, and popping champagne corks. Nothing quickens a pulse and arouses passion and dreams the way reading or hearing the word FERRARI can. It is the name of the world's finest sports automobiles and the holder of the world's most cherished championship history. It is difficult to believe Ferrari might never have been sold and raced in the USA.

In any history of Ferrari, there are two acronyms that define the history and intentions of the company. They are NART and FNA. North American Racing Team and Ferrari North America. Each represents the passion and dreams of an icon. Each was launched by a single man, Luigi Chinetti, a long time friend and former race associate (and sometimes competitor) of Enzo Ferrari.

While Mr. Ferrari stayed focused on European racing, Luigi Chinetti, an Italian immigrant living in New York, decided it was

finally time for Ferrari to be available to the North American market. With the end of World War II, the rebuilding of Europe and the incredible wealth of the postwar United States, the time was right for a man of singular vision to bring the finest sports cars of all to America.

What kind of a man would be able to convince Mr. Ferrari to make the investment and commitment of building a North American presence and business entity? The man who could start and operate what would be an important part of Ferrari would have to command the respect of Enzo Ferrari himself. That would be a tall order, indeed.

Of course, such a man had to be a racing team leader or driver with a record of success and respect in Europe in order to capture the ear of Enzo Ferrari. Luigi Chinetti was the perfect man for the task. He was a successful driver of Alfa-Romeo racecars in such notable races as the 24 hours of Le Mans. He immigrated to the United States in 1940 as the German war machine marched into Paris. Due to his racing experience and two victories at the 24



Hours of Le Mans, he was granted a visa and later became a United States citizen. Also helpful is the fact that Luigi Chinetti enjoyed a thirty-year friendship with Enzo Ferrari and besides being a first class race driver; he had a razor sharp mind for business. He is the true father of Ferrari North America and the North American Racing Team.

The story of how Chinetti became the Father of Ferrari in the United States is nearly legend. Before starting Ferrari North America, the Auto Sales business, Chinetti persuaded Enzo Ferrari to launch NART, the Ferrari Factory North American Race Team. Enamored with the potential of the United States racing theater, Mr. Ferrari threw millions of dollars and enormous amounts of company resources into Mr. Chinetti's NART program. NART would be forever famous for their Blue and White Ferrari Sports and Endurance racecars. The blue and white livery was the face of Ferrari in United States racing. They mainly focused on the Indy 500 and the Prototype Sports Car classes (Daytona and Sebring endurance races). Indy victory eluded Ferrari but they dominated any and all of the American sports car classes. Their legend continued to grow from race season to race season.

In 1954 Chinetti began importing Ferrari Sports and Grand Touring cars from Italy. His customers were the rich and famous

who would pay any price or make any necessary "arrangement" for the import and delivery of such rare and treasured automobiles. The United States was ripe for the picking and Ferrari never sold so many cars in their history.

The funny thing is that the USA was never on Enzo's (Sorry! Mr. Ferrari's) mind as a strong market for selling cars. Mr. Ferrari believed that selling cars was nothing more than a necessary evil for funding his racing operations. Regardless, Mr. Ferrari was as passionate about insuring the automobiles that bore his name were second to none. He demanded beauty, innovation and performance. His commitment to excellence brought some of the finest sporting automobiles ever built to the world and the world took notice.

While the world rebuilt from WWII, Ferrari built the worlds greatest auto manufacturing and innovation business. Was it the largest? No. Was it the most profitable? No. Was it the builder of the best automobiles whose commitment to their intended purpose was better than any other in the world? YES! And they remain at that exalted level today.

Other automobiles may be faster, more beautiful, more reliable, less costly or possess some other precious intangible. However, no one brings the total package the way Ferrari does and that is why their cars often sell for more than their original purchase price.





Luigi Chinetti (second from right)

Think of Ferrari as fine, collectible art, not just a “car”. Some of the wealthiest, most famous people in earth are Ferrari Collectors, not just owners.

Ferrari sold everything they built in Europe but ultimately found they could not fund the ballooning costs of Formula 1 racing with their modest (yet very successful) manufacturing business. Other sources of funding needed to be located. It was time for Enzo Ferrari to sit down face to face with Lee Iacocca and Henry Ford II of Ford Motor Company. Ford had the deep pockets needed to build Ferrari financial muscle up to the level needed to fund Formula 1 and other team events. Ford was very interested in having a premium brand to complement their worldwide stable of automobiles, trucks, military and agricultural products. It should have been a match made in heaven.

Ferrari and Ford negotiated for the first half of 1963 but could not come to terms. Ford handed Mr. Ferrari a final contract that did not provide an unequivocal commitment to the operation of Ferrari Racing and Formula 1. Without that commitment, there would be no agreement between Ferrari and Ford. Both companies left the table with bitter tastes in their mouths. A rivalry was born and Mr. Ferrari decided it was time to start racing in the USA and beat up on Ford. Lee Iacocca, Henry Ford II and Carroll Shelby all felt it was time to start racing in Europe and beat up on Ferrari.

The games began and spawned some of the best racing and competition the world had seen. Ferrari sent their amazing race

machines to the USA and Ford sent Carroll Shelby and the Ford GT program with some of the worlds greatest large displacement mid-engined race cars to Europe and they ultimately dominated Le Mans. Each sent their “Top Guns” and each drew blood. However, Ford had much more success in Europe than Ferrari had in the USA. In the USA, there were few race styles suited to the type of cars Ferrari raced and build. Basically there was the Indy 500, the Pan-America distance race and the Daytona and Sebring 24 hour races. Ferrari owned the sports car classes but could never get the crown jewel, an Indy 500 victory.

Today, Ferrari remains the unrivaled champion of Formula 1 racing with many records that will likely never be broken. They also remain unequalled in the quality, performance and desirability of their automobiles throughout the world. Ferrari remains the king of all sporting automobiles. They accomplished this feat through a singular commitment to excellence, performance and following the lead of a true visionary, Mr. Enzo Ferrari.

Sadly, no man lives forever. Enzo Ferrari passed in 1988 at the age of 90 and Luigi Chinetti passed in 1994 at the age of 93. Each man carefully groomed and selected their successors in leadership and the Ferrari legacy does not just live on, it thrives. Today you can purchase a limited production La Ferrari for just over a million dollars in cash. You could sell it this afternoon for over two million dollars. Try that with a Corvette...

FERRARI: The legend lives. ●



On the Green TODAY

1962 FERRARI 250 GTE

*Owned by Richard Granzella
of San Francisco, California*



This Ferrari shown by its singular owner Rick Granzella represents the first four passenger car built by the fabled Italian marque. Built on a 250 GT frame, an extra eight inches allowed the engine to be moved forward for the additional rear seats. In the late 1950's Enzo Ferrari came to the realization he could not continue to operate his small factory on its race car winnings alone. Passenger car production had to be increased. The 250 GTE represented bread and butter for Ferrari (or perhaps bread and olive oil). There were 954 of this model produced in three series from 1960 to 1963 with approximately 350 cars in each of the runs.

Granzella's 1962 Barchetta red beauty represents the last car built in the second series. Its power comes from the Colombo Tipo 128E, 2953 c.c. V12 engine, a development of the 128D used in the 250 GT Spyder California and 250 GT Coupe. The 3.0 liter motor delivered 2406 hp at 7,000 rpm and was mated to a Ferrari-built full-synchromesh four speed gearbox with a Laylock overdrive.

The car was a huge success. This car not only saved the Ferrari racing team, it opened the doors to larger production numbers for the manufacturer. Many famous celebrities purchased the 250 GTE from King Juan Carlos I of Spain to David Letterman. Of course, Enzo Ferrari chose one as his family car!

Granzella purchased his new in 1962 in San Francisco from the Oldsmobile dealer for \$13,500. One of only 379 left in the world, Granzella's 250 GTE is undergoing an "on going" restoration. The engine has been rebuilt, the body stripped and repainted. All chrome has been redone and a new interior is in progress. Visit this rarity on the green today. •

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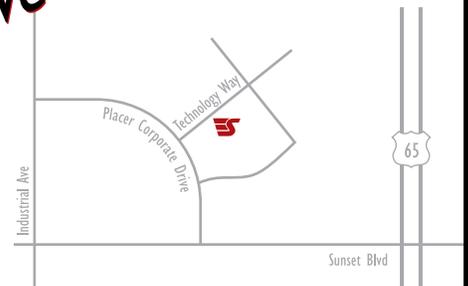
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FERRARI OWNERSHIP: ASK THE MAN WHO OWNS ONE

by Richard DeRosa

Ferrari is the most respected and well known trademark in the world. It all started with founder Enzo Ferrari and his dream of building the finest, fastest race cars in the world. Enzo was a RACER and winning was his goal. To win you must focus on building the best cars, having the best drivers, the best engineers and most powerful loyalty. Ferrari commands a Formula 1 record second to none. Enzo Ferrari built a company that flourished with the motto “The best Ferrari is the next one”. Perfection is required of everyone involved in the company and its product. This pursuit of perfection continues to serve the company well. The race cars, and now its street cars, are the finest available. The street cars are a direct result of the Formula 1 racecars technology being handed down to the road cars. For anyone interested in owning a car with the finest history behind it, I suggest a Ferrari.

My journey to Ferrari ownership started with my grandparents. My grandparents were Italian and immigrated into the United States in 1930. My parents and entire family spoke Italian and I was fortunate to be raised in the typical Italian fashion. Family remains our core value; Work hard and you will succeed. If you want something, work to get it, no excuses.

At eight years old I started my journey into speed by saving my paper route money and buying my first speed machine, a 5 hp minibike. This soon grew into a professional dirt bike career. From

racing I learned firsthand how much work it takes to win. To win consistently requires devotion and an unwavering commitment to excellence. I grew up following Formula 1 and watched Ferrari win race after race with the most beautiful racecars and greatest drivers. All the other teams seemed to be racing for second. This commitment to perfection impressed me the most in addition to the undeniable fact that the company was Italian, just like me! I always told myself “SOMEDAY” I would own a Ferrari. It’s always been my most ardent desire and goal, resulting in what became a lifelong journey to Ferrari ownership and involvement.

Growing up and watching Magnum PI, Miami Vice and seeing all the Formula 1 races stoked the fires of my dream. Supporting a family left little money extra for something as expensive as a Ferrari. Year after year went by just “looking” for a used Ferrari I could afford. Ferrari’s hold their resale value so well that, used cars are in great demand and finding a “cheap” one (running or not!) is practically impossible. It was during this several year search for a good used car I stopped in at San Francisco Ferrari in 2012. I was “just looking” at the entire inventory (that I knew I couldn’t afford) when a man I now consider a friend, Ferrari Sales Associate James Chou wandered over my way and took it upon himself to explain to me the benefits of investing in a newer Ferrari. I was treated with the utmost respect and he made me feel “good” about doing business with his dealership.



Thinking about buying a car that costs as much as, or sometimes even more than, a house, is scary. James made me feel at home. He stuck with me and, wouldn't you know it, just over a year passed and James called me to announce that a car arrived at the dealership fitting my needs and budget. My whole life changed on June 2, 2013 when we took delivery of a 2013 Ferrari California. Our family was ecstatic. The car came with a seven year warranty and no service bill! All of the horror stories about "exotic cars" were not going to apply to this car. This was the "easy" part. Now the experience of owning a Ferrari began. Driving the car was just wonderful. It was fast, handled well and was simply stunning to the eye. It was the finest car I had ever driven. The workmanship and quality was just amazing.

The attention the car drew was both good and bad. Most people are very respectful of the car and are nice enough to request that they take pictures with it and talk with us about it. Then there are those who want to get in it and are less than polite. This is one of the few rarely spoken yet real drawbacks of owning a Ferrari. If you don't want to draw attention, they are not the car for you. One of the sad truths is that you never want to leave the car out of eyesight.

Overnight, owning the car brought us into the Ferrari "family" or "Tifosi" (aka The Ferrari faithful). The Tifosi are a very select and amazing family. Everyone has been wonderful. I don't know of any other car manufacturer that enjoys as many loyal fans as Ferrari. In December of 2013, the man I consider the finest racing driver ever, Michael Schumacher was involved in a very serious non-automobile accident that sadly left him immobile. The outpouring of support for this man and his family by all the Ferrari faithful has been amazing. Michael owns the winningest record in F1 and helped mold Ferrari racecars and sports cars into what they are today. The fans have not forgotten him or his accomplishments. I watched Michael become seven-time world champion and bring Ferrari to the level of success it commands today. Every single one of my cars' license plates are intended as a tribute to Michael.

Owning a Ferrari allowed us to go on owner and factory

sponsored Rallies that are truly spectacular. Last year we experienced the pleasure of joining the Ferrari Owners group's "Make a Wish Run", an on the road auto rally from San Francisco to Santa Barbara, intended to raise money for the Make a Wish Foundation. This event raised over a quarter million dollars for the children. Since then we participated in dozens of events and have been invited to several concours events for Italian cars.

In the past couple of years the California has been replaced by a 458 Spyder and several other versions of the Ferrari California. Just this past year we had the opportunity to special order a new, limited edition, 458 Speciale Aperta, a rare and very collectable vehicle. Buying this car was a tremendous personal achievement and was truly a labor of love. Ordering a new Ferrari really is an awesome and gratifying event. The way the car can be configured is almost endless and the car is really yours and yours alone. Ferrari sends pictures of the car on the assembly line in its various stages. Each new car gets better than the last one. Ferrari's are all handmade and there are never two vehicles leaving the factory built and optioned exactly the same; never, ever. This fact and the fact that production for the entire world is only seven thousand cars worldwide keep their resale value high. Only one thousand cars are shipped to the United States each year and this represents all the Ferrari models. Most cars and trucks have huge depreciation costs. Ferraris are the rare exception to that very unpleasant rule.

Because, of their limited availability, older Ferraris can be a tremendous investment. Older Ferraris always command the highest prices at high-end auctions such as the ones that occur during Pebble Beach Concours Week.

The best part of owning a Ferrari is driving it, by yourself or with a group. Nothing drives the same as a Ferrari. They are built by people who take pride in their work and the cars are truly works of art. If you can somehow afford to become a Ferrari owner, I strongly recommend it. You won't just be purchasing a car, you will be diving into a new lifestyle and instantly earn the exalted status of Tifosi! •



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

RACING FERRARIS IN SACRAMENTO

BY GORDON "GORDIE" GLYER

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

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

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

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

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

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

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

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

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

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Our Cover Car

1966 FERRARI 500 SUPERFAST

by Judyth Bravo



The enduring mystique surrounding the Ferrari marque is a compound of myth and reality both fueled by the fact that Ferrari cars are special and always have been special. They look special, sound special, and some models are very special indeed. For example, the blue 1966 Ferrari 500 Superfast, owned by Phil White of Portola Valley, California, that graces the cover of the 12th Niello Concours at Serrano program.

The 500 Superfast was perhaps the most classic of all road Ferraris and is so individual that only 36 were made, split into two Series (Series I produced 24 vehicles; Series II produced 12 vehicles). The name "Superfast" was not Ferrari's creation but instead coined in 1956 by Pininfarina, Turin's leading coachbuilder for the Paris Motor Show that year.

Mr. White's Ferrari Superfast chassis number 8019/SF was started on September 14, 1965 and completed on December 22nd of that same year. It was finished in pale blue with grey leather upholstery (the only series II model made in that combination). The automobile was destined to be shown at the Brussels Motor Show in 1966 where it was

a sensation. It also was the most expensive car manufactured in Europe during 1965-1966 with a sticker price of \$35,000. In addition to being a car of great luxury, it is a car of great speed and was the fastest production road car of that year with a top speed of over 180 mph. Auto aficionados will be interested to know that the Series II Superfasts differed from the Series I by having a bigger engine and a five speed transmission.

Nicknamed the Car of Kings, among the notables who place their orders for the Superfast were Prince Bernhard of the Netherlands, Prince Sodrudden Aga Khan, German industrialist Gunther Sachs, and Greek ship owner George Livanos. Even actor Peter Sellers lined up to purchase one of these bespoke rarities.

Our cover car was purchased originally by the Dupont family. Before Mr. White purchased the Superfast it was owned for a run of forty-one years by the estate of the late Gil Nickel, renowned vintner and car buff. One of White's favorite features on his prize is a handle under the dash that allows the driver to open the passenger door to allow someone to enter the vehicle without moving out of the driver seat. Supercool that Superfast! •

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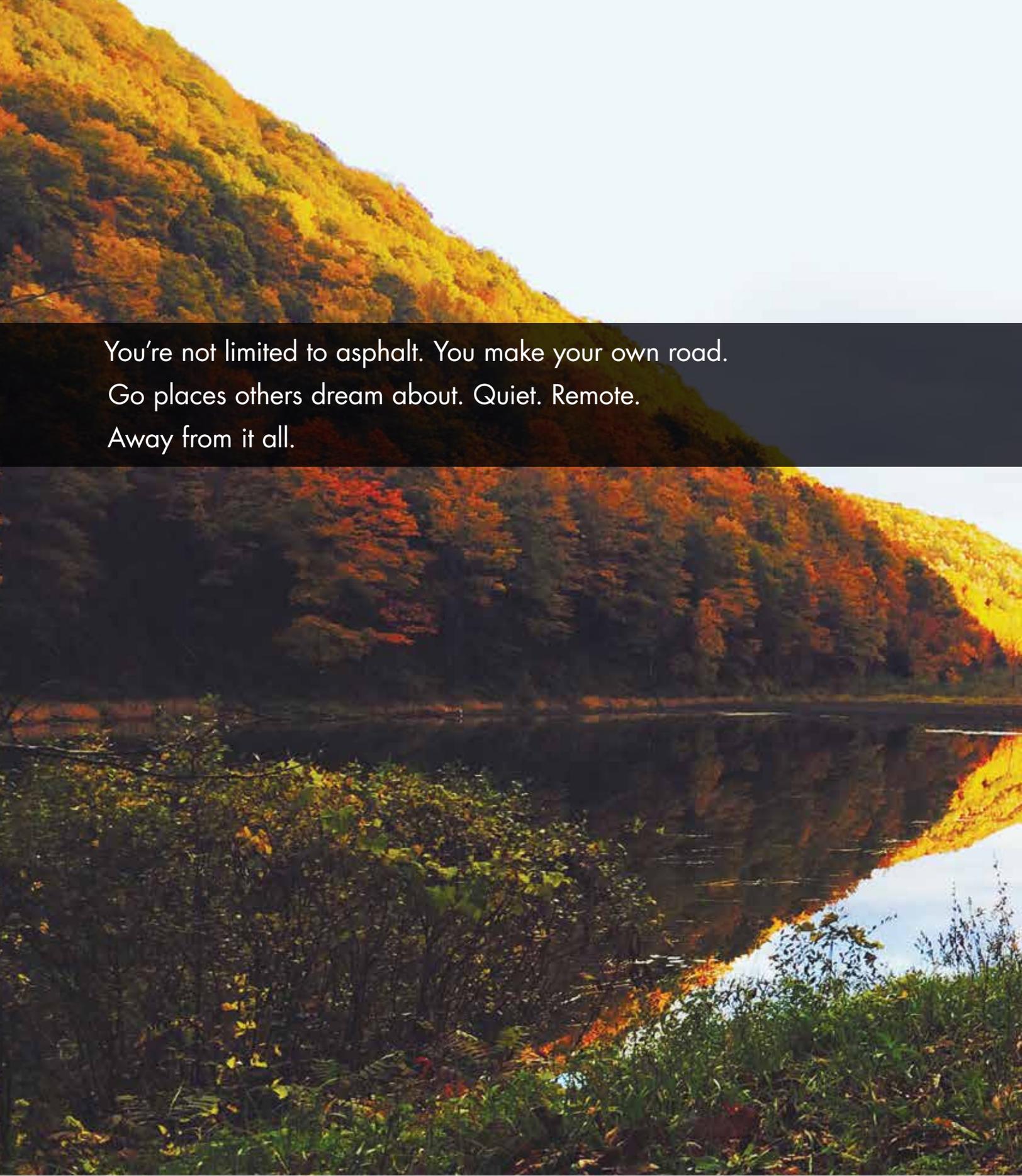
It's about the journey. Hairpin turns. Shifting into gear.
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THINKNIELLO



Preston Tucker and his Dream Machine

by **Judyth Bravo**

Movie buffs may have a sense of déjà vu when they view the elegant maroon Tucker 48 shown and owned by the Academy of Art University of San Francisco at the 12th Annual Niello Concours d'Elegance. This very Tucker was featured in the 1988 film *Tucker: The Man and his Dream* and at the time was owned by the film's producer George Lucas. The film's director (and creator) Francis Ford Coppola has his own Tucker, which is proudly displayed at his eponymous winery in St. Helena, California

When one's middle name is "Ford" a love of automobiles comes easily. Actually Coppola was given the memorable name because he was born at Henry Ford Hospital in Detroit, Michigan, and his father was a flautist and assistant orchestra director for *The Ford Sunday Evening Hour*. Coppola tried to bring the Tucker saga to the screen for fifteen years before George Lucas stepped up with the backing to make it happen.

The tale of the Tucker 48 is a saga worth the great energy Coppola and Lucas expended getting the movie made. Preston Tucker was a brilliant engineer, designer, and American entrepreneur, who like Coppola himself, was born in Detroit, and was obsessed with cars since childhood. Tucker is most remembered for this 1948 Tucker Sedan, appropriately called a Tucker 48, which introduced many features that have since become widely used in the industry.

During WWII Tucker designed an armored car for the military and made money building gun turrets for aircraft. After the War ended, the American public was ready for totally new car designs, but the big three automobile makers has not developed any new models. This provided great opportunities for new small automakers. Tucker designed a car with many innovative features and modern styling. His specifications called for

a water-cooled aluminum block flat-6 rear engine, disc brakes, four-wheel independent suspensions, fuel injection, the placement of all instruments within reach of the steering wheel, seat belts, and a padded dashboard. One of the safety features was a directional third headlight known as the Cyclops eye, which would activate at steering angles of greater than ten degrees to light the car's path around corners.

In 1946, at the company's formation, noted car designer George S. Lawson was named "chief stylist". By December of that year, Lawson resigned after a disagreement with Tucker. New designers were hired. Eventually the Tucker 48's evolving, changing appearance in press releases despite no actual running prototype models being produced was instrumental in the United States SEC filing mail and conspiracy fraud charges against Preston Tucker.

The SEC, however, failed to prove its case, and Tucker was acquitted of all charges in January 1950. However, neither the Company, nor Tucker, ever fully recovered after the lengthy trial, although his reputation rebounded after his acquittal and the existing fifty-one Tucker 48s soared in value.

One of the most prized vehicles in the Academy of Art University's automobile collection, the Tucker 48 is the third produced in the marque's very limited run. Preston Tucker would be pleased to know his dream machine is being put to the noble use of inspiring young automobile designers.

In the words of the Academy of Art University administrators, the University's extensive car collection offers "unparalleled reference material" for its students. The Niello Concours Committee commends the Academy of Art University for graciously sharing its bounty at Serrano. •

T ABRAHAM
Community Relations



T Abraham's passion for cars started at age sixteen with a wrench in his hand under the hood of a 1968 Camaro RS convertible, one of many classic cars that he has 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 advisory board for Big Brothers/Big Sisters of El Dorado County. 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.

DAVE COLE
Audio Logistics



Twenty-eight years ago Dave Cole founded Blue River Digital Inc., a nationwide provider of large format display graphics based in Roseville, California.

Dave is also the principal behind Blue River Light & Sound, a unique team of audio/visual and lighting

experts with a desire to help event hosts achieve their goals.

Dave's own passion for automobilia began as a young boy, when as early as seven, you could show him a hood ornament or taillight from any car that was manufactured between the 1950's and the 70's, and he could identify its year, make and model. His favorite classic automobile is a 1960 Cadillac Coupe DeVille; although as a junior high student, when his parents owned one, Dave was embarrassed by the "old" car and would make his dad drop him off blocks from school where his friends would not see him alight from "the clunker".

As Dave and his wife Susan approach their empty nest season, they enjoy traveling and also helping with events such as The Concours to see them to a successful completion. Dave also enjoys coaching and mentoring young musicians and helping his church create a quality worship experience through music.

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.

MEGAN DESIDERI
Marketing Specialist, The Niello Company



As part of The Niello Company since 2009, Megan's primary responsibilities include event creation and execution for all 14 Niello dealerships as well as the Niello brand. She also coordinates all aspects of Niello's social media presence and works closely with

both advertising agencies to manage an abundance of projects and communication for the company. Now in her sixth year working on the Concours, Megan

continually looks for new ways to enhance The Niello Company presence throughout the event. Prior to The Niello Company, Megan was the Merchandising Marketing Manager for Pulte Homes and Del Webb, a national home builder.

Megan graduated from California State University, Sacramento with Bachelor of Science in Business Administration with a concentration in Marketing. She and her husband Mat, have two children, Olivia (4) and Hudson (2).

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 and PJ's Landscape, he also owns Capitol Kirby in Sacramento. His wife Sally shares his passion for the motorcar; they own antiques, classics and exotics.

SALLY FINKBEINER
Honorary Judges 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 called Park Tower. 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 has won an unprecedented twenty-three national Edward R. Murrow Awards – the most prestigious recognition awarded by the Radio Television Digital News Association (RTDNA).

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 racing at Sonoma Raceway, the Indianapolis 500, the Rolex Monterey Motorsports Reunion, Concorso Italiano and the Pebble Beach Concours d'Elegance.

STEVEN P. HELLON

Official Concours Photographer

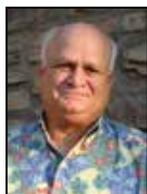


Steven Hellon was destined to be a photographer long before he even held a camera in his hands. While growing up in St. Louis, Mo. Steven's aunt would visit from Oakland, California always accompanied with her Polaroid camera. Steven was so fascinated with how images taken

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 has served on the Niello Concours Advisory Board for the last nine years, where she has grown to appreciate the fine art of the automobile and their owners. Rosie retired from a twenty-eight year career in law enforcement in 2014.

As a retirement gift to herself, she trained and finished her first Ironman in Coeur d'Alene, Idaho in June of this year. Her passion for endurance sports led her to a part-time position at a local running store where she coaches runners. With an empty nest, she and her husband enjoy cycling, running and many other outdoor activities.

JOHN MCNAMEE

Chairman Concours Branding



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

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

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 ninth year in business, Brandon has set high goals for the company and is excited to see it prosper.

Brandon married wife Kate in June 2012 and they are expecting their first child together this January. 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 and fell in love with Brandon Moore, son of Brian and Michele. The couple wed in June 2012 in Kate's hometown, Reno, Nevada, at the ranch where she grew up. A University of Nevada, Reno alum, Kate ensures that the

Moore house is always rooting for The Pack! She currently manages a law firm in Midtown Sacramento, and the couple is anxiously awaiting the arrival of their first son in January 2016. 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 4, 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 ten years, he is now a Director for their San Francisco Concours Division.

PATTI PLANT
Vendor Concierge



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

various capacities at the Concours over the past nine years. Patti is in her thirty-sixth year of teaching in the San Juan Unified School District as an English Language Instructional Specialist. When she's not teaching, you can find her on the course at North Ridge Country Club perfecting her golf game. She also enjoys volunteering at the AT&T National Pro-Am~Pebble Beach and the Harris Center for the Arts in Folsom. One of her favorite activities is attending college baseball games where you will find her cheering on the teams that her two sons, Casey and Chris, are coaches.

LYNN REPSTAD
Fashion Show Coordinator



Lynn Repstad has always had a passion for classic automobiles having had the opportunity to oversee and manage many local automobile events. In Lynn's professional life she is the Regional Commercial Business Development Representative for North American

Title. She serves on the Board of Directors for the Boys and Girls Club El Dorado County, Western Slope and the Economic Development Corporation of El Dorado County. Lynn is very involved in the El Dorado Hills community where she resides with her Family.

AARON ROSELI
Art Director



Aaron's father's stories of owning a 1969 Porsche 912 spurred his love for fine race cars in his early teens. Aaron was then able to chase those aspirations working at various race shops and tuners across California.

Being a graphic designer by trade, he brings more than fifteen years as a designer in magazine publishing industry and his passion for automobiles and photography to the annual Concours program.

Aaron now shares his love for fine automobiles with his two sons, Hudson and Elliott.

You will likely see Aaron and his daughter Aavra on the grounds of the event, serving as volunteers, as they have done for nearly a decade.

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.

FRANCIS "FRANK" X. WEISMANTEL
Contributing Writer



Frank is a lifelong automobile enthusiast and dreamer. Born in Miami Beach, Frank's passion for cars started with his first love, a 1970 Dodge Challenger 383 Magnum SE RT hot rod. Originally intending to be an English/Literature teacher, instead

Frank chose to join the Air Force and learned a trade, Electronics Technology. Unable to find a local supplier and dealer of B-52 Bombers, Frank went into the Telecommunications Industry and now has over thirty-four years experience building, maintaining and upgrading today's cellular and radio based communications networks. His passions are automobiles, cooking and whenever possible writing and editing automobile themed articles for a variety of charitable events. Frank now lives in Elverta, California, on a small ranch property with his wife of twenty-five years, Claudette along with a dog, two horses and three cats. Life has never been so sweet.

SUMMER WRIGHT
Director of Marketing, The Niello Company



Summer has been with The Niello Company since May of 2007. As Marketing Manager, she oversees the advertising, digital presence, events, public relations and community outreach for all fourteen Niello dealerships. Prior to her appointment at The Niello

Company, she was Marketing Director for Oregon State University Athletics, managing all areas of marketing and promotion for the 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.

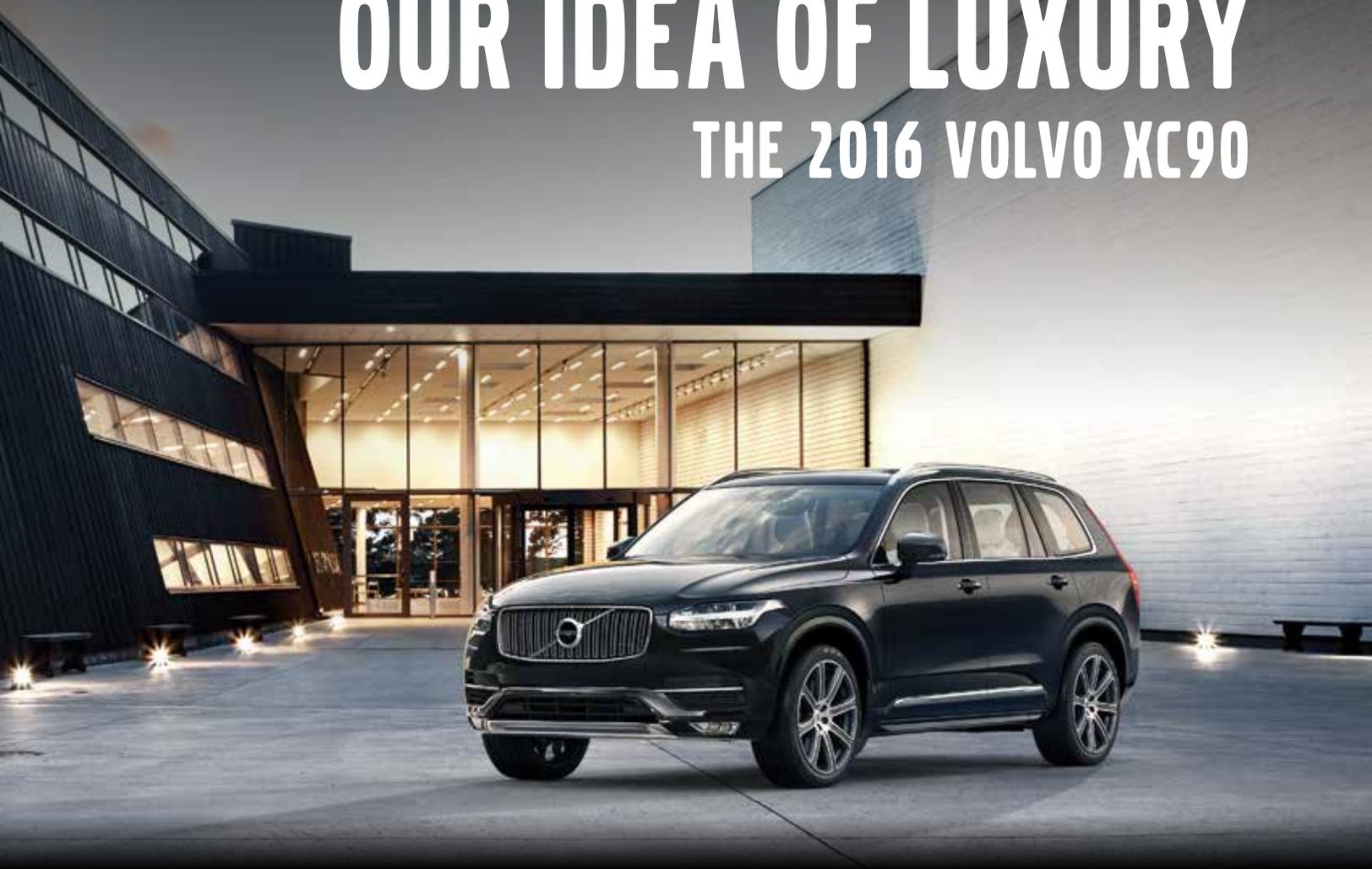
Summer graduated from California State University, Chico with Bachelor of Science in Business Administration with a concentration in Marketing. She lives in her hometown of Sacramento with her husband Mike and two children, Marin & J.T.

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.



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The mission of the CHP 11-99 Foundation is simple, important, and profound...the Foundation is devoted to the welfare of the California Highway Patrol employees and their families. 11-99 is the radio code used by CHP officers and dispatchers, meaning "officer needs assistance."

Today, after thirty-two years of service to CHP families, the 11-99 Foundation continues to provide much needed emergency and death benefits and college scholarships. Since its inception, the 11-99 Foundation has provided over \$25 million in program support to California Highway Patrol employees and eligible family members.

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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.

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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,

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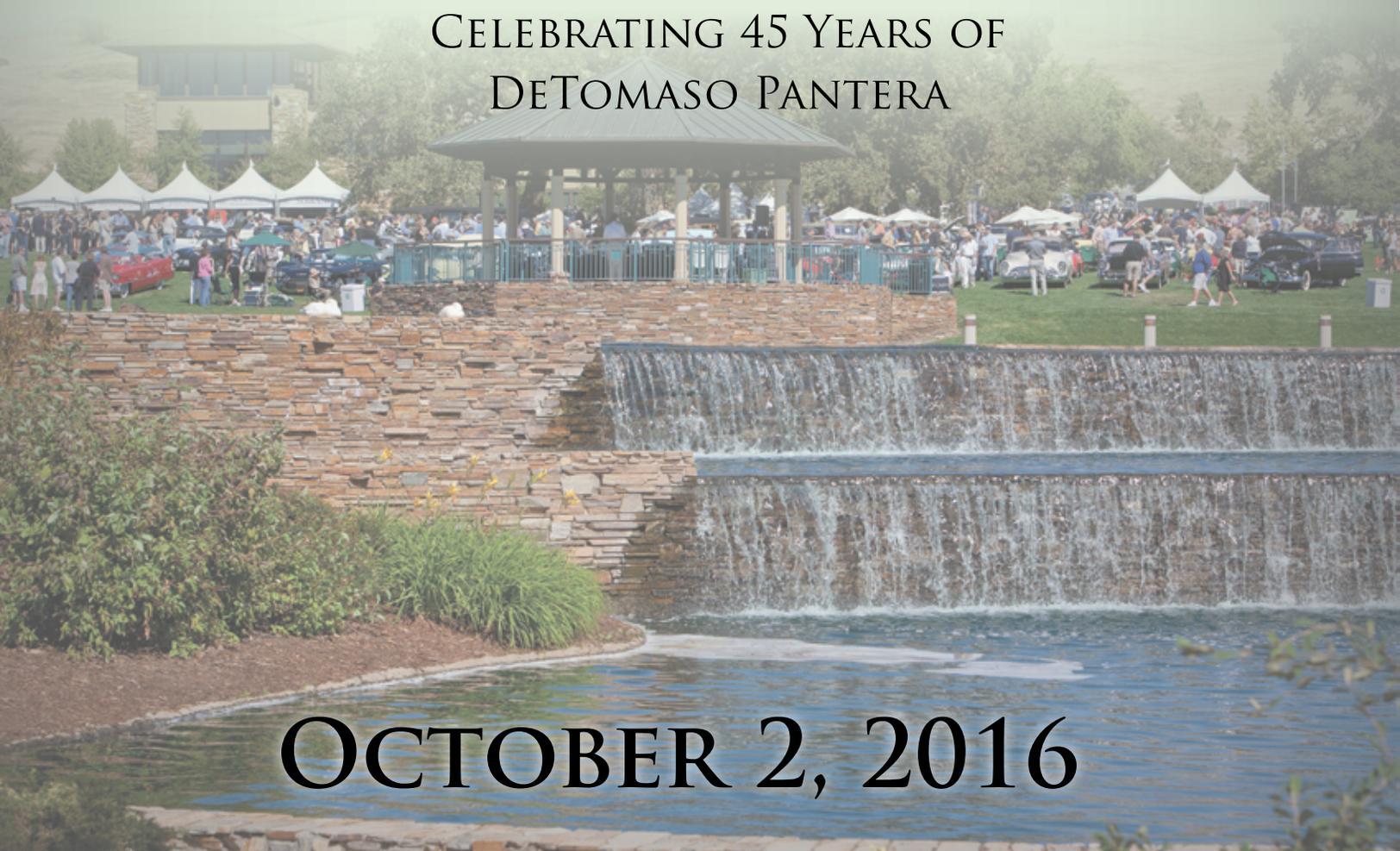
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CELEBRATING 45 YEARS OF
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CELEBRATING THE MARQUE OF CADILLAC

CELEBRATING 60 YEARS OF FERRARI IN AMERICA

THE MARQUE OF CADILLAC

CLASS C-3 - CADILLAC CLASSIC MODELS 1925-1948

1941 Cadillac Convertible

Marshall & Nancy Kraus, Sacramento, California

1941 Cadillac 60S

John MacPherson, Reno, Nevada

1947 Cadillac 6207 Club Coupe

Allan McCrary, Vacaville, California

CLASS C-4 - CADILLAC V-12 AND V-16 MODELS

1934 Cadillac 452D

James & Dawn Gately, Sacramento, California

1934 Cadillac V-16 Convertible Coupe

Ken Gimelli, Santa Cruz, California

CLASS C-5 - CADILLAC 1949-1959

1956 Cadillac Eldorado Seville

Richard Colombero, Sacramento, California

1951 Cadillac Series 62

John Cordero, Folsom, California

1954 Cadillac Series 62

Jim Hearn, Folsom, California

1949 Cadillac 6107

Marshall & Nancy Kraus, Sacramento, California

1949 Cadillac Convertible

The Niello Company Sacramento, California

1955 Cadillac El Dorado Convertible

John White, Sacramento, California

CLASS C-6 - CADILLAC 1960-1974

1970 Cadillac DeVille Convertible

Gerald Book, Elk Grove, California

1974 Cadillac El Dorado Convertible

Bob & Sally Finkbeiner, Carmichael, California

1960 Cadillac El Dorado Biarritz

Dennis Gafvert, Napa, California

1960 Cadillac Series 62

James Hanson, Weimar, California

1960 Cadillac El Dorado Seville

James Newberry, Roseville, California

CLASS C-8 - CADILLAC ALLANTÉ

1990 Cadillac Allanté

Alan O. Johnson, Sacramento, California

1988 Cadillac Allanté

Delina & Bill Skarles, Sacramento, California

CLASS CL - LASALLE

1934 LaSalle 350 Series Coupe

Marshall & Nancy Kraus, Sacramento, California

1934 LaSalle 350 Convertible Coupe

Ben Solomon, Incline Village, Nevada

60 YEARS OF FERRARI IN AMERICA

CLASS F-2 - FERRARI THROUGH 1974

1962 Ferrari 250 GTE

Bill Finkbeiner, Auburn, California

1972 Ferrari 365 GTC/4

Raymond Gin, Elk Grove, California

1962 Ferrari 250 GTE

Richard Granzella, San Francisco, California

1972 Ferrari 365 GT 2+2

Joe Hensler, Fair Oaks, California

1972 Ferrari Dino 246 GT

Joe Hensler, Fair Oaks, California

1973 Ferrari Dino 246 GTS

Greg Houck, Folsom, California

1965 Ferrari 500 Superfast

Phil White, Portola Valley, California

CLASS F-3 - FERRARI 1975-1990

1986 Ferrari 328 GTS

Edward Cabelera, Sacramento, California

1985 Ferrari 308 GTS

Tom Escover, Novato, California

1986 Ferrari 328 GTS

Michael Ryan, Shingle Springs, California

1986 Ferrari 328 GTS

Jeff Stone, Fair Oaks, California

1978 Ferrari 308 GTS

Rick Vance, Folsom, California

1987 Ferrari Testarossa*Brian Whitmore, Rocklin, California*CLASS F-4 - FERRARI 1991 TO PRESENT**2000 Ferrari 550 Maranello***Neil Collepari, El Dorado Hills, California***2009 Ferrari F430***Scott Daley, Lincoln, California***2015 Ferrari 458 Speciale Aperta***Richard De Rosa, Rescue, California***2015 Ferrari FF***Richard De Rosa, Rescue, California***2012 Ferrari 458***Brad Dillon, Placerville, California***2001 Ferrari 456M GT***Leonard Ely, Palo Alto, California***2006 Ferrari California***Patrick Martin, Granite Bay, California***2000 Ferrari 360***John McNamee, Rancho Murieta, California***1998 Ferrari 550 Maranello***Paul & Jackie Mehus, Somerset, California***2002 Ferrari 360 Spyder***Dave Neitzel, Shingle Springs, California***2009 Ferrari 430 Scuderia***Jeff Porcar, Sacramento, California***2004 Ferrari Challenge Stradale***Lance Suder, El Dorado Hills, California***1992 Ferrari 512TR***Philip Verderame, Modesto, California*CLASS WB - WOODEN BODIED CARS**1929 Rolls-Royce 20 HP***John Carey, San Jose, California***1936 Ford Delux***Owen Gray, San Francisco, California***1947 Chrysler Town and Country***John Nirenstein, Tiburon, California***1947 Ford Woody Wagon***The Niello Company Sacramento, California***DETOMASO**CLASS DP-1 - PANTERA-STOCK**1973 De Tomaso Pantera L***Steven Dalcino, Pleasanton, California***1972 De Tomaso Pantera***Thomas Galli, San Rafael, California***1972 De Tomaso Pantera***Duane Harlan, Sacramento, California***1973 De Tomaso Pantera***Daid Lommori, Shingle Springs, California*CLASS DP-2 - PANTERA-MODIFIED**1974 De Tomaso Pantera***Jeff Budelli, Folsom, California***1973 De Tomaso Pantera***Garry & Sue Choate, Wilton, California***1971 De Tomaso Pantera Coupe***Ronald DeMaderios, Santa Rosa, California***1973 De Tomaso Pantera L***John Drago, Shingle Springs, California***1973 De Tomaso Pantera***John McNamee, Rancho Murieta, California***1973 De Tomaso Pantera***Dennis Morse, Minden, Nevada***1973 De Tomaso Pantera***Steve Rovarino of Reno, Nevada***1974 De Tomaso Pantera***Jim Seiferling, Rio Vista, California***1972 De Tomaso Pantera***John Webber, Wilton, California***THE CLASSICS****DISTINCTIVE MOTORCARS FROM 1925-1948**CLASS A - US CLASSICS**1929 Lincoln "L" Sport Phaeton***Vaughan Lewis, Marcy, Nevada***1934 Packard 1104 Super 8 Dual Cowl Sport Phaeton***Larry Nannini, Pine Grove, California***1940 Packard Super 8-160***Danno Raffetto, Placerville, California***1935 Packard Convertible Sedan***The Niello Company Sacramento, California*CLASS COO - CUSTOM ONE OFF**1952 Roll Royce Lorry***Clyde Cassady, Fair Oaks, California***1966 Modified Lincoln Town Car Batmobile***Bob Goldsand, El Dorado Hills, California***1941 Lincoln Continental***Marshall & Nancy Kraus, Sacramento, California***1933 Ford Cabriolet***James Peterson, Gold River, California***1922 Ford Model T***Kevin Pharis, Orangevale, California***1655 Chris Craft Capri***Michael Stafford, Placerville, California***1973 Porsche 911***George Valerio, Lincoln, California***1926 Ford Lakes Modified Model Roadster***Ray Zarick, Sacramento, California*CLASS E - "PRESERVATION CLASS. UNRESTORED MOTORCARS"**1921 Graham Brothers Firetruck***Wally Clark, Sacramento, California*

NIELLO CONCOURS AT SERRANO ENTRIES

1952 Chrysler Windsor Deluxe Newport

Rita & Gabe Neola, Elk Grove, California

1960 Buick LeSabre

William Peachee, Walnut Creek, California

CLASS F - MUSCLE CARS 1963-1973

1965 Pontiac Catalina 2+2

Ron & Willa Berglund, Fresno, California

1970 Pontiac GTO Convertible

Miles Douglas, Gardnerville, Nevada

1970 Chevrolet Camaro Z/28

Richard Gautier, Elk Grove, California

1968 Ford GT500

Sergio Luis, Lodi, California

1969 Plymouth Roadrunner

Janice Sutherland, Red Bluff, California

1969 Mercury Convertible Cougar XR7

Louie Toro, Sacramento, California

1969 Chevrolet Camaro

Angelo Tsakopoulos, Carmichael, California

CLASS M - ANTIQUES TO 1919

1915 Overland Speedster

Patrick Hopkins, Sacramento, California

1902 Prescott Style Ten

Gary Lucas, Tiburon, California

CLASS N - VINTAGE THROUGH 1948

1948 Tucker Model 48

Academy of Art University San Francisco, California

1940 American Bantam Roadster

Peggy Douglas, Roseville, California

1942 Packard Model 110

Jon Fuiks, Sacramento, California

1948 Diamond T 201 Pickup

Michael Leonard, Lockeford, California

CLASS P - AMERICAN MANUFACTURER 1949-1969

1964 Ford Mustang Convertible

Gary Cotton, Folsom, California

1961 Rambler American Convertible

Cindy Dablgren, Napa, California

1957 Chevrolet Belair

Dennis & Laurie Neal, Roseville, California

1957 Chevrolet Bel Air

Patrick & Connie Rodgers, Rescue, California

CLASS PL - AMERICAN LUXURY CARS 1949-1969

1956 Plymouth Fury

Gary Day, Somerset, California

1960 Chrysler 300F

Frank Messina, Shingle Springs, California

1953 Kaiser Dragon

Larry Rodkey, Elk Grove, California

1957 Ford Fairlane 500 Skyliner

Bob Tiffin, Red Bay, Alabama

1962 Chrysler 300 Convertible

Doug Warrener, Fair Oaks, California

CLASS T - AMERICAN SPORTS CARS 1953-1967

1959 Chevrolet Corvette

John Clemens, El Dorado Hills, California

1957 Ford Thunderbird

Deborah Clendenning, El Dorado Hills, California

1966 Cobra 427 Roadster

Brendan Finn, San Anselmo, California

1954 Kurtis 500 M

Arlen Kurtis, Bakersfield, California

1965 Cobra Mark 1/289

Ronald Tredway, Oakdale, California

CLASS U - FOREIGN SPORTS CARS THROUGH 1956

1952 Jaguar XK120 OTS Roadster

Robert Colpitts, San Mateo, California

1952 MG TD

Christopher Couper, Shingle Springs, California

1953 MG TD

Thomas Dunham, San Martin, California

1952 MG TD

Frank Hilscher, Folsom, California

1955 Morgan Four Seater Drophead Coupe

Robert LaMar, Half Moon Bay, California

1949 MG TC

Thomas Pope, Shingle Springs, California

1951 Allard K-2

David Rossiter, Folsom, California

CLASS V - "FOREIGN SPORTS CARS 1957-1979, UNDER \$5,000"

1968 Porsche 911 T

Stephen Childs, Placerville, California

1963 Jaguar E-Type Series I

Kyle Gong, Elk Grove, California

1955 Jaguar XK140 FHC SE

Geoffrey Horton, Sonora, California

1959 Porsche Convertible D 356A 1600 Super

Paul & Jackie Mehus, Somerset, California

1961 Jaguar E-Type Roadster

The Niello Company Sacramento, California

CLASS VRC - VINTAGE RACE CARS

1955 OSCA MT4

John & Jan Grosseto, Sonora, California

1962 Lotus 23B Sports Racer

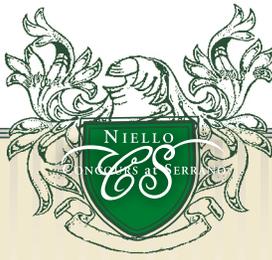
M. Skip Quain, El Dorado Hills, California

1956 Lotus LeMans Series 1

David Springett, Sacramento, California

CLASS W - "FOREIGN SPORTS CARS 1957-1979,
OVER \$5,000"**1969 Jaguar E-Type Roadster SII***William Brooks, Santa Cruz, California***1972 Porsche 911 T***James Buckner, Roseville, California***1969 Lamborghini Islero***John Clark, Berkeley, California***1961 Maserati Vignale Spyder***Eugene O'Gorman, Pleasanton, California***1969 Jaguar E-Type***David Shield, El Dorado Hills, California***1993 Alfa Romeo Spider Veloce***Robert & Brenda Wheatley, Cameron Park, California***1966 Jaguar XKE***Dianne Witwer, El Dorado Hills, California***1974 Porsche Carrera 911***Arthur Woo, Cupertino, California***1967 Porsche 911***Mark York, Gold River, California*CLASS Y - "FOREIGN PASSENGER CARS 1957-1979,
UNDER \$6,000"**1970 Rover 3500S***Albert Boasberg, San Francisco, California***1964 Volkswagen Deluxe 21 Window Microbus***Jonathan Dattilio, Lincoln, California***1966 Mercedes-Benz Model 200***Michael Ginsberg, Rancho Cordova, California***1964 Volkswagen Deluxe Microbus***Eric Henrikson, Folsom, California*CLASS Z - "FOREIGN PASSENGER CARS 1957-1979,
OVER \$6,000"**1961 Rolls Royce Silver Cloud III***Robert Ammirato, Folsom, California***1971 Mercedes-Benz 280 SE 3.5 Cabriolet***Bob Buckter, San Francisco, California***1960 Mercedes-Benz 220 SE Cabriolet***Bob Buckter, San Francisco, California***1974 Jensen Interceptor Saloon***Ken Freese, Diamond Springs, California***1954 Rolls Royce Silver Dawn***Dennis Phillips, Shingle Springs, California***1969 Rolls Royce Silver Shadow***Dale Schell, Concord, California***1972 Mercedes-Benz 280 SE 4.5***Kristopher Summitt, Vacaville, California***SPECIAL DISPLAY**CLASS D - WINNERS CIRCLE 2014 NIELLO CONCOURS
AT SERRANO CLASS WINNERS**1964 Dodge Dart 270 Convertible***Cliff & Elaine Fales, Orangevale, California***1933 Pierce-Arrow 1236***Lynn Kissel, Cameron Park, California***1953 Chrysler New Yorker Deluxe Newport***Randy Kunes, Fairfield, California***1956 Austin-Healey 100M LeMans***Hudson Vitaich, Sacramento, California*CLASS CLASS Q - EXOTICS 1988 TO PRESENT**2013 Lamborghini Aventador***John Barakat, Loomis, California***1996 Rolls Royce Silver Spur***Carlen Colgett, Hayward, California***2007 Lamborghini Murcielago Roadster LP640***Glen Cramer, Sloughhouse, California***1999 Lamborghini Diablo Roadster***Mick Galvin, Loomis, California***1999 Lamborghini Diablo***Raymond Gin, Elk Grove, California***2010 Bentley Azure T***Helen & Brent Heath, San Leandro, California***2004 Mercedes SLR McLaren***Darold Kohout, Folsom, California***1995 Rolls Royce Flying Spur***Kevin MacPhail, Magalia, California***2012 Porsche Panamera Turbo***Perry Maringer, El Dorado Hills, California***2006 Lamborghini Murcielago Roadster***Allen Mohanna, Folsom, California***2015 Alfa Romeo 4C***Silvio Praseli, Roseville, California***2003 Lamborghini Murcielago***Vincent Revers, Garden Valley, California***2001 Lamborghini Diablo VT***Vincent Revers, Garden Valley, California***2013 Chevrolet Corvette 427 Roadster
60th Anniversary***John Shellhorn, Citrus Heights, California***2001 Lamborghini Diablo 6.0***Tom Sudano, Woodside, California***1994 Lotus Esprit S4***Scott Williamson, Elk Grove, California*

NIELLO
CONCOURS at SERRANO



On the Green TODAY

1966 BATMOBILE

*Owned by Bob Goldsand of
El Dorado Hills, California*



Holy smokes, it's a Batmobile and it's the real deal! Proud owner Bob Goldsand commissioned this iconic car, shown on the green today, from Mark

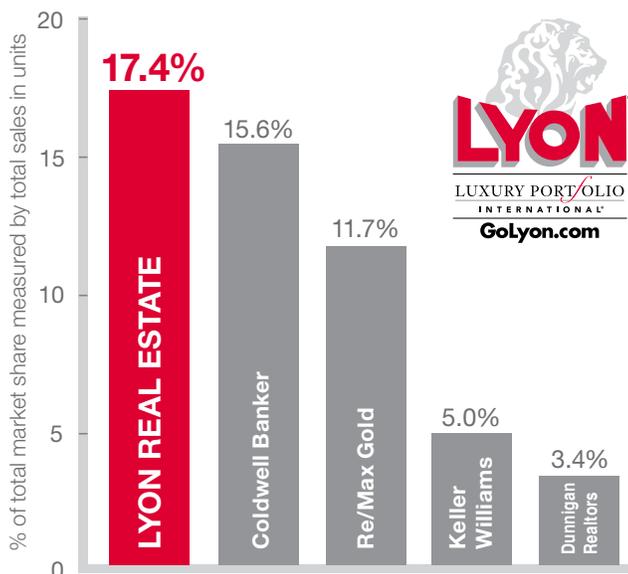
Racop, the only builder licensed in the world by Warner Brothers and D.C. Comics.

Prior to 2010 there were approximately four carbuilders of note reproducing the 1966 Batmobile as featured in the historic television show. Then in 2010 Warner Brothers and D.C. Comics sent "spies" to each of the manufacturers to decide on the basis of quality of production who to license to officially build 1966 Batmobiles. Mark Racop was chosen for his craftsmanship and his dead on replication of the #1 Batmobile. All the other builders were forced to cease creating Batmobiles due to copyright infringement rulings in favor of Warner Brothers and D.C. Comics.

The original Batmobile was created by George Barris from a Ford Futura Concept car. These official replicas use a 1970's Lincoln Town Car as a donor car. All that is used is the frame and the floor pan. The car is fitted with a GM 350 engine/transmission, suspension, and drive train.

Goldsand's Batmobile is the seventh licensed replica produced since Racop obtained the exclusive license. It has a Bluetooth Batphone, Bat Computer, Bat Beam, working Flame Thrower, DVD player, parachutes, a rear camera, as well as high performance fuel injection and air side suspension (because of its 19 foot length, air ride suspension keeps the car from bottoming out). Smokin' horsefeathers, don't miss this icon and its proud owner on the green today. •

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*Market share based on Trendgraphix reporting of total sales in units in Placer, Yolo, El Dorado and Sacramento Counties from 1/1/2014 to 12/31/2014, all property types, minimum price \$900,000.

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On the Green TODAY

1952 ROLLS-ROYCE TRUCK

Owned by Clyde Cassady of Fair Oaks, California



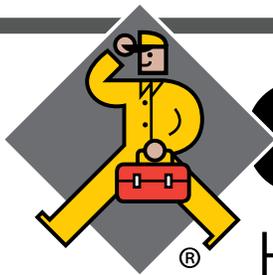
If ever there was a vehicle out for a good time it's the custom Rolls-Royce "lorry" created by its proud owner Clyde Cassady of Fair Oaks, California. In 1976 Cassady started with a 1952 Silver Wraith hearse built for Rolls-Royce in Scotland by the Fox Custom body firm.

Actually, the first Rolls-Royce truck was built in 1907 to transport fledgling aviator Charles Roll's hot air balloon. Interestingly, his partner Henry Royce's motto was "quid vis recte factum quamvis humile praeclarum", which translates to "whatever is rightly done, however humble, is noble". Royce could have been referencing Cassady's creation which has made a utilitarian vehicle into an elegant conveyance.

The hearse was re-bodied at Classic Coachworks, a Rancho Cordova, California, firm owned by Cassady, a one-time custom home builder and an all-time "nut for trucks". The resultant reincarnation was voted Best Restored Rolls-Royce in 1979 by the three hundred members of the Rolls-Royce Owners' Club.

With the coveted British license plate LORRY1, the two-tone blue Rolls-Royce pays further homage to its British origins with a right-hand drive. A stereo and CB radio have been installed in the black walnut dashboard.

Having owned more than forty Rolls-Royces in his lifetime, and having restored more than his share of those, Cassady is definitely an expert on the esteemed marque. Visit him and his noble lorry on the green today at the Serrano Concours. •



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This beautifully restored 1940 American Bantam Roadster represents an important first for automobile manufacturing in the United States: it was America's first small car. Originally formed in 1929 as the American Austin Car Company, in 1936 the brand was reorganized as the American Bantam Car Company and produced approximately 6,200 cars before operations were ceased in 1940. Only 971 roadsters were produced during this time period and only 150 remain today. This burgundy Bantam has a four cylinder engine with twenty horsepower.

Fresh from a frame-off, ten year long restoration, the tiny roadster provides lots of fun for Douglas and her family. Even purchasing the vehicle was fun. Douglas's mention of her desire to purchase another Bantam Roadster at an American Bantam Club Meet BBQ for West Coast members (think "ribs meet roadsters") resulted in the deal being finalized at the airport before they left for home.

Auto aficionados will be interested to know American Bantam Company was in the running to be the manufacturer of the Jeep, the WWII military vehicle. Eventually, the firm lost out to Ford and Willys-Overland in the competition for production but was responsible for much of the ground work for the iconic design.

Visit this small car with a big story on the green today at the Niello Concours at Serrano. •

On the Green TODAY

1940 AMERICAN BANTAM ROADSTER

Owned by Peggy Douglas of Roseville, California



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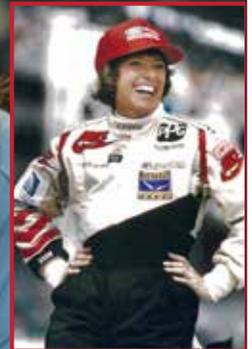
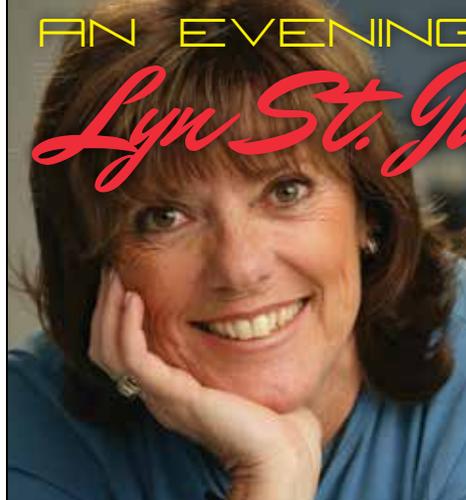
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KITTY O'NEAL
WEEKDAY AFTERNOONS 4-7PM





On the Green TODAY

1961 JAGUAR E-TYPE OTS

*Owned by The Niello Company of
Sacramento, California*

The Jaguar E-Type (sometimes referred to as the XK-E) was launched in March of 1961 at Switzerland's Geneva Auto Show. Immediately it was the talk of the show, and shortly after...the world. Over 50 years later, the model remains a benchmark to automotive design. Purchased by The Niello Company in 2012, this vehicle has been meticulously cared for and maintained ever since. As the recent winner of the Christie L. Miller British Cup award for the automobile that best represents post-World War II British excellence in this year's Carmel-by-the-Sea Concours on the Avenue, this open two seater automobile is one that you won't want to miss on the green today. •



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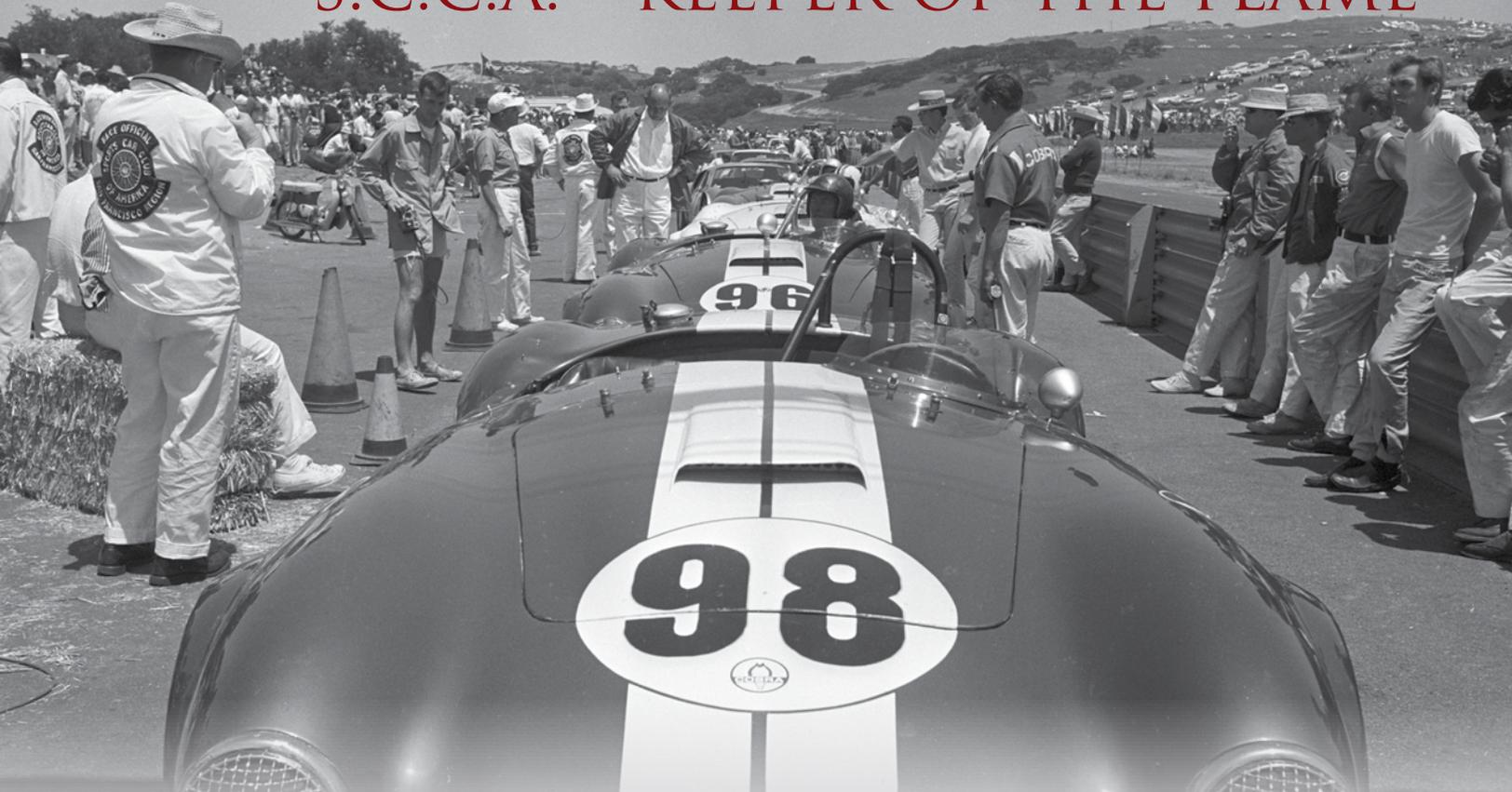


Experiences gained fulfilling a lifetime passion for Post WWII Sports Cars – British, German, Italian and American has allowed me to accumulate a broad technical knowledge of these automobiles.

During some forty years of Concours judging Post WWII automobiles, I have gained a keen eye for appraisal and evaluation of these fine automobiles. This experience has provided me with an expertise for appraisals to include estate and insurance and assistance with the buying and selling of Post WWII sports cars.

Contact me at:
robtdev@pacbell.net
or 1-415-563-0393

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



The 12th 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 2015 season by the SCCA and the award will be presented today at the 2015 Niello Concours at Serrano. ●

- Hillsborough Concours d’Elegance July 17, 2016 •
- Chico Concours d’Elegance September 10, 2016 •
- Niello Concours at Serrano October 2, 2016 •

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Butch Wright ~ Chief Judge
Shirley Wright ~ Chief of Scoring
Darren Townsley ~ Chief of Field
Tom Ganno ~ Director of Marketing

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Cindy Scagliola ~ Director at Large
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2014



HONORARY JUDGES AWARD
1957 TRIUMPH TR 3
Raymond Lacy III of Arcata, California



GRAND MARSHAL'S AWARD
1971 PLYMOUTH CUDA
Art Thomas of Granite Bay, California



THE 2014 TOUR AWARD
1933 PIERCE ARROW
Lynn Kissel of Cameron Park, California



OUTSTANDING PORSCHE
RICHARD NIELLO, SR. AWARD
1959 PORSCHE 356 CONVERTIBLE D
Scott Schneider of Placerville, California



MEGUIAR'S BEST FINISH AWARD
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1960 CHRYSLER 300
Frank Messina of Shingle Springs, California



CHAIRMAN'S AWARD
 IN HONOR OF GEORGE A. MOORE
1941 PACKARD DARRIN
Don Sears of Tiburon, California



MOST ELEGANT MOTORCAR AWARD
1938 MERCEDES 540K SPECIAL ROADSTER
Roger Orton of Sacramento, California



**OUTSTANDING 50TH ANNIVERSARY FORD
 MUSTANG AWARD**
1964 1/2 FORD MUSTANG
Patrick Farrell of Grass Valley, California



OUTSTANDING MASERATI AWARD
MASERATI COMPETITION 160 - 1939 MASERATI 4CL
Paddins Dowling of Carmel Valley, California



OUTSTANDING PACKARD AWARD
1940 PACKARD 120 STATION WAGON
George Myers of Red Bluff, California



**SCCA 2014 HIGH POINT
 CHAMPIONSHIP WINNER**
1957 MERCEDES 300 SL ROADSTER
Ted Voight of Pebble Beach, California

CLASS AWARDS 2014

CLASS A-B

US CLASSICS OPEN 1925 TO 1948



1933 PIERCE ARROW 1236 SALON CLUB SEDAN V-12
Lynn Kissel of Cameron Park, California

CLASS C

EUROPEAN CLASSICS 1925 TO 1948



1938 TALBOT LAGO T 150-C COUPE
Academy of Art University San Francisco, California

CLASS E2

PRESERVATION POST WWII



1955 OLDSMOBILE ROCKET 88
David Felderstein of Sacramento, California

CLASS F

MUSCLE CARS



1966 SHELBY GT 350
David Rossiter of Folsom, California

CLASS FM 50

MUSTANG'S 50TH ANNIVERSARY



1968 SHELBY GT 500 KR
Gordon Gimble of Roseville, California

CLASS H

VINTAGE FERRARI



1970 FERRARI 365 GT 2+2
Joe Hensler of Fair Oaks, California

CLASS M

ANTIQUES TO 1919



1913 STEVENS-DURYEA
Whitney & Diane Haist of Orinda, California

CLASS M3

MASERATI 3500 GT



1959 MASERATI VIGNALE SPYDER PROTOTYPE
Phil White of Atherton, California

CLASS M5

MASERATI - GHIBLI INDY



1965 MASERATI GHIBLI COUPE
Tony Carpenter of Lincoln, California

CLASS M6

MASERATI MERAK, BORA, KHAMISIN



1980 MASERATI MERAK SS
Bruce Wagner of Salinas, California

CLASS M8

MASERATI 1986 TO PRESENT



2009 MASERATI GRAN TURISMO S
Lance Suder of El Dorado Hills, California

CLASS N

VINTAGE THROUGH 1948



1931 FORD MODEL A DELUXE ROADSTER
Terry Wagner of Fair Oaks, California

CLASS P

AMERICAN MANUFACTURE - 1949 TO 1969



1964 DODGE DART 270 CONVERTIBLE
Cliff Fales of Rancho Cordova, California

CLASS P1

EARLY PACKARDS



1912 PACKARD MODEL 30 RACE CAR
Brian Blain of Visalia, California

CLASS P2-CLOSED

SENIOR PACKARD'S CCCA



1937 PACKARD SUPER 8 1500 5 PASSENGER TOURING SEDAN
George & Eddie Beck of Concord, California

CLASS P2-OPEN

SENIOR PACKARD'S CCCA



1934 PACKARD DUAL COWL SPORT PHAETON SUPER 8, 1104
Larry Nannini of Colma, California

CLASS P3

JUNIOR PACKARDS



1941 PACKARD 120 STATION WAGON
George Myers of St. Helena, California

CLASS P4

PACKARDS 1948 TO 1958



1948 PACKARD CUSTOM EIGHT CONVERTIBLE
Jon Fuiks of Sacramento, California

CLASS P7

PACKARDS COACH BUILT



**1931 PACKARD 845 DELUXE EIGHT NEWPORT
SPORT SEDAN BY DIETRICH**
Rob & Jeannie Hilarides of Visalia, California

CLASS PL

AMERICAN LUXURY 1949 TO 1969



1953 CHRYSLER NEW YORKER DELUXE
Randy Kunes of Fairfield, California

CLASS Q

EXOTICS



2014 FERRARI 458 SPYDER
Richard De Rosa of Rescue, California

CLASS T

AMERICAN SPORTS CARS 1953 TO 1967



1957 FORD THUNDERBIRD
Phillip York of Sacramento, California

CLASS U

EUROPEAN SPORTS CARS THROUGH 1966



1956 AUSTIN HEALEY 100 M LE MANS
Hudson Vitaich of Sacramento, California

CLASS
AWARDS
2014

CLASS V

EUROPEAN SPORTS CARS 1957 TO 1977, UNDER \$6,000



1964 TRIUMPH SPITFIRE

Barry Connally of Oceanside, California

CLASS VRC

VINTAGE RACE CARS



1911 NATIONAL INDY FACTORY RACER

Brian Blain of Visalia, California

CLASS W

SPORTS CARS 1957 TO 1977, OVER \$6,000



1957 MERCEDES 300 SL ROADSTER

Ted Voight of Pebble Beach, California

CLASS Y

FOREIGN PASSENGER CARS 1957 TO 1977, UNDER \$6,000



1950 VW BEETLE CONVERTIBLE

Eric Henrikson of El Dorado Hills, California

CLASS Z

FOREIGN PASSENGER CARS 1957 TO 1977, OVER \$6,000



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The Grosseto's OSCA

1955 OSCA MT4



In venerate car buffs know that one commonality that humans and automobiles share is that some lead interesting, storied lives while others do not. If ever an automobile lived a charmed life, the 1955 OSCA MT4 vintage racer, shown on the green today by owners John and Jan Grosseto, qualifies.

First comes the great saga of how the oddly-named OSCA marque came into being. Picture Italy during the Great Depression. It's 1937. Then envision three brothers: three car guys named Maserati. The brothers are desperate to keep their eponymous company alive at all costs. Enter the wealthy Orsi brothers, Adolpho and Omer, who purchase all rights to the Maserati name and get the three brothers to agree to work for them for a period of ten years. Fast forward to 1947. The Maserati brothers have completed their contract. Without a word to the Orsises, the Maseratis leave with their tools to return as quickly as possible to their old factory in Bologna where they had started their race car business in 1926.

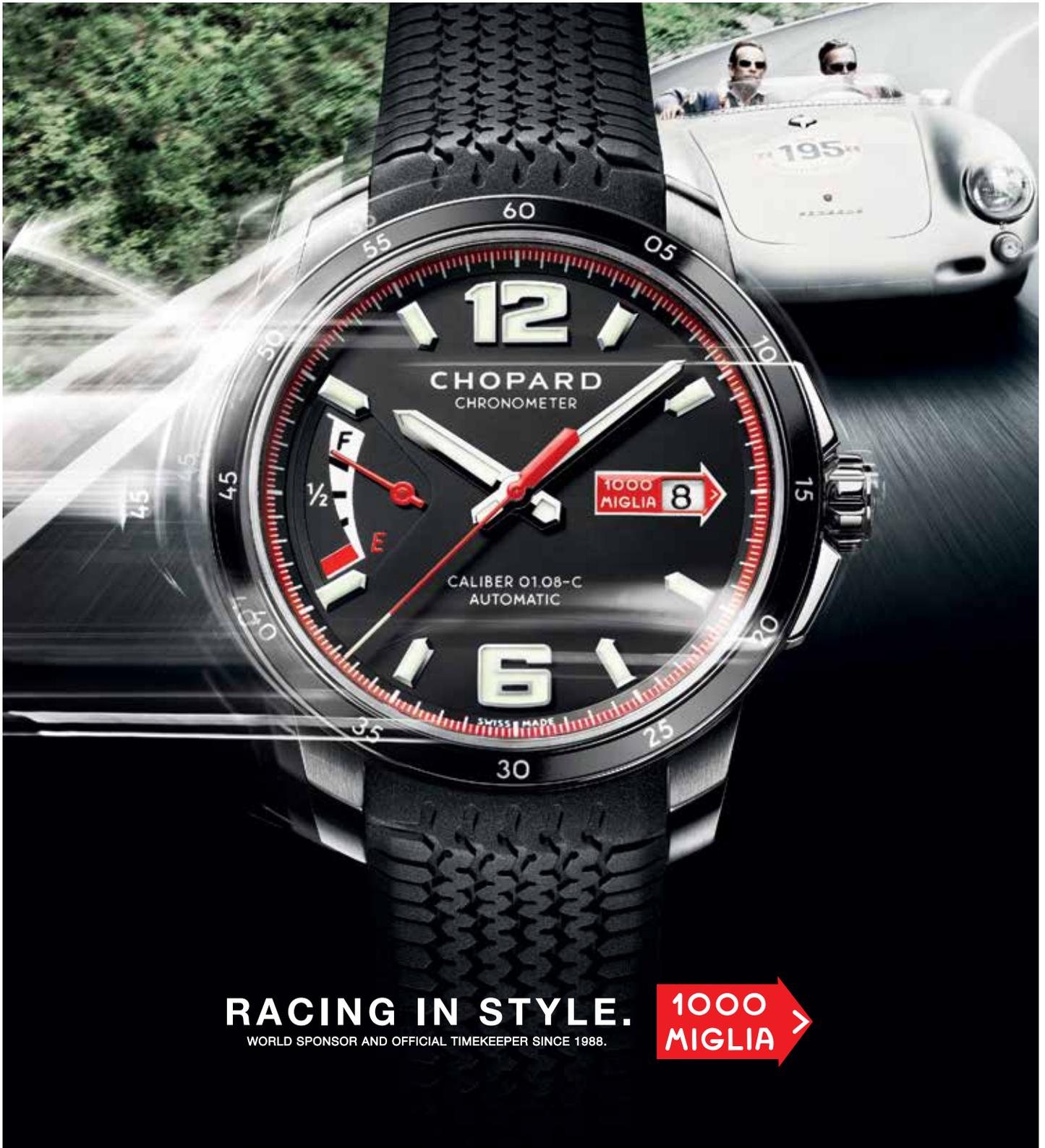
Their new company was christened "Officine Specializzate Costruzioni Automobili"—OSCA—and it launched the Maserati brothers into their greatest commercial success. Unlike the Orsises whose interest was expanding car production for road use, The Maserati brothers only intent was to race cars. Beginning with the first OSCA #1101, and during the next ten years, OSCAs were the most successful under 1500cc sports racing cars in the world

Back to OSCA MT4, chassis #1164, shown on the green today at the Niello Concours. In the eloquent words of its owners, the racer has "been raced, rallied, and loved all its life." And what a life it has been! OSCA #1164 was sent to America when new expressly for Harry Chapman, the Midwest Importer for OSCA in the United States.

To list all of its accolades over the years would consume most of this program; however some must be acknowledged. For example, this OSCA was the actual one road tested in *Road and Track* magazine in its August 1955 issue. The car was again featured in the March 1987 issue of the magazine. Then in 2009, the esteemed *Automobile Quarterly* ran a feature chronicling the car's history.

The OSCA #1164 was invited to the first Monterey Historics in August 1973 and was campaigned by Steven Block on Saturday; then on Sunday, the car won the Race Car Class Award at the Pebble Beach Concours. Still looking good forty years later, OSCA #1164 took Best in Class at the Carmel-by-the-Sea Concours in August 2015.

It's been a wild ride for Grosseto who purchased this OSCA in 1994 and has participated in many vintage races, such as the Mille Miglia, various rallies and countless concours during the last twenty years. Visit this piece of automobile history on the green today! Bella! ●



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