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CONCOURS at SERRANO

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1921

Niello opens its doors in San Francisco

1955

Niello Volkswagen launches in Sacramento

1956

Niello Porsche opens its doors and today is the longest owned Porsche dealership in the country





For 95 years, The Niello Company has been showcasing legendary automobiles that have defined and shaped motoring history in Northern California. Every step along the way The Niello Company has been delivering a unique brand of personal service, automotive knowledge and expertise.



THINKNIELLO

1969

Niello Audi introduces Northern California to a relatively unknown brand of luxury automobiles

1973

Niello BMW introduces Sacramento to the ultimate driving machine





EACH OF OUR BRANDS HAVE A PAST, PRESENT AND FUTURE.
THE SAME CAN BE SAID OF OUR DEALERSHIPS.

1990

Niello Acura introduces a new generation of luxury and performance

1991

Niello Infiniti brings a new level of service and expertise to Concord





What began as one location in San Francisco has grown into a renowned Northern California automotive leader showcasing 13 legendary brands. And every step along the way, each dealership has continually evolved and refined the experience we deliver to our customers. It's a legacy we're proud to continue.



THINKNIELLO

2001

An off-road enthusiasts' dream, Land Rover Rocklin opens in Placer County, with a Sacramento location to soon follow

2002

Niello MINI adds British fun, cheek and youthfulness





DECADES OF INNOVATION, ORIGINALITY AND INSPIRATION.
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2007

Niello Maserati opens its doors and delivers a blend of Italian style and performance

2007

Jaguar Sacramento ushers in a new era of British performance, engineering and luxury





Every brand we showcase re-imagines and reshapes what you expect from an automobile. So too does the Niello experience. From knowledgeable and passionate brand specialists to trained and experienced technicians and staff, buying a car from Niello is as memorable and unique as the car itself.



THINKNIELLO

2013

Niello FIAT adds Italian style and excitement to Sacramento

2014

Niello Volvo of Sacramento brings Swedish engineering and innovation to the region

2016

Niello Alfa Romeo returns a legendary Italian icon to Northern California



THE NIELLO COMPANY. WITH YOU TODAY, TOMORROW AND WHEREVER LIFE DRIVES YOU.

.....

Since Louis Niello started The Niello Company in 1921, we've been committed to providing you the most distinctive automotive brands, unique knowledge and innovative service. Whether it's your first car, dream car or anything in between, we'll ensure an unsurpassed experience today, tomorrow and down the road. It's the way we've done business for 95 years, and the way we'll do it for the next 95.



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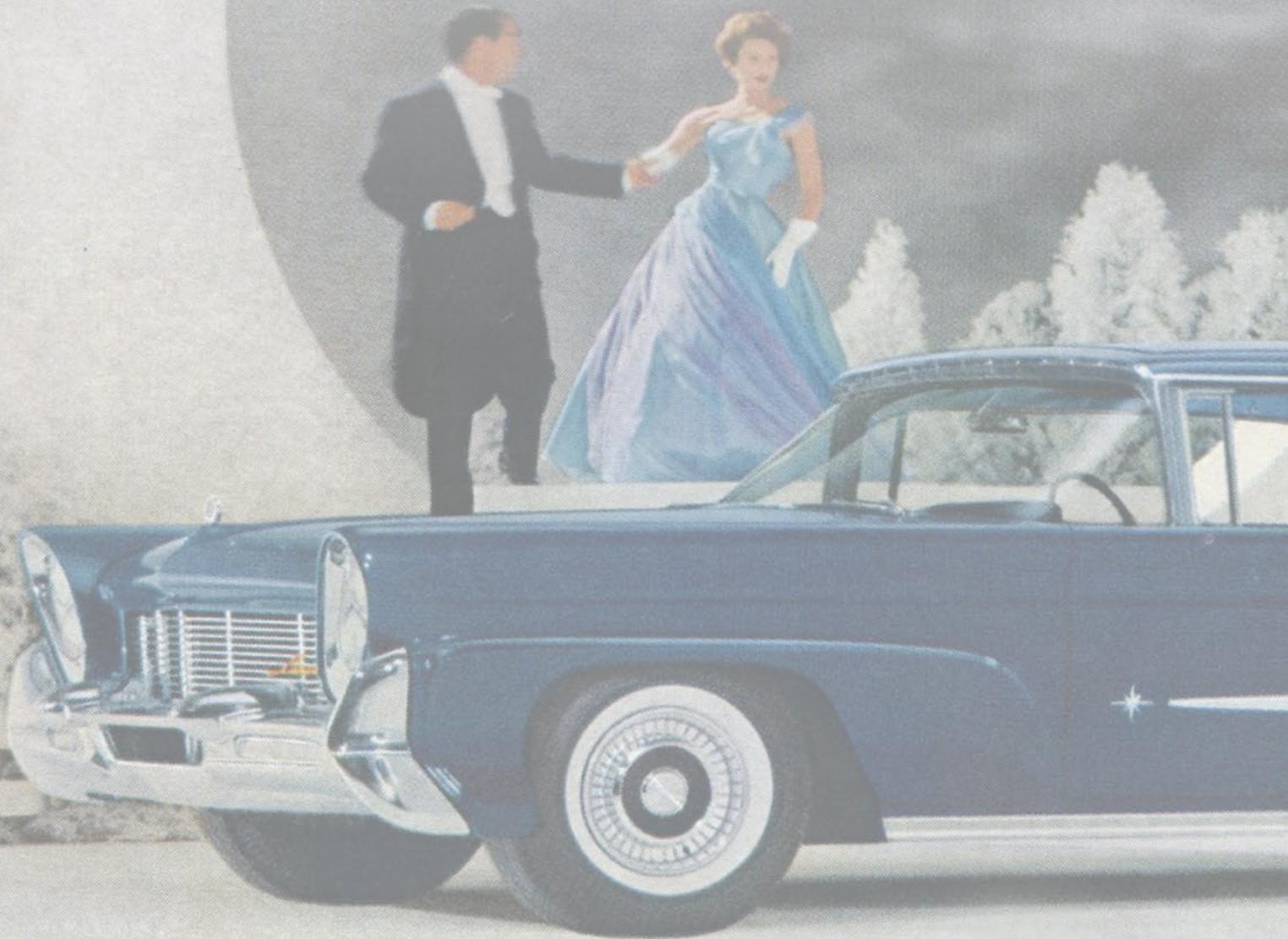
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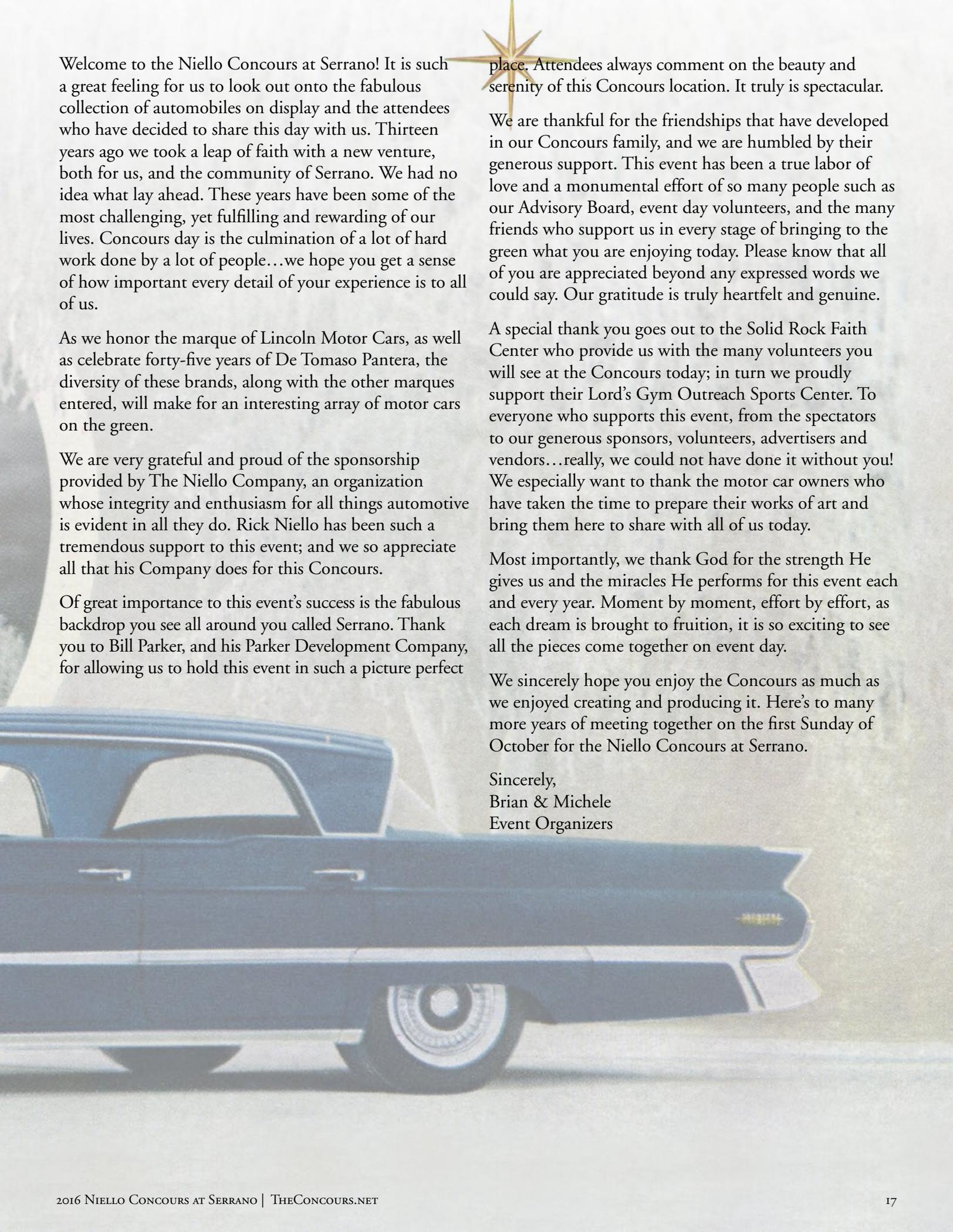
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Welcome

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. Thirteen 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 Lincoln Motor Cars, as well as celebrate forty-five years of De Tomaso Pantera, 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
Event Organizers

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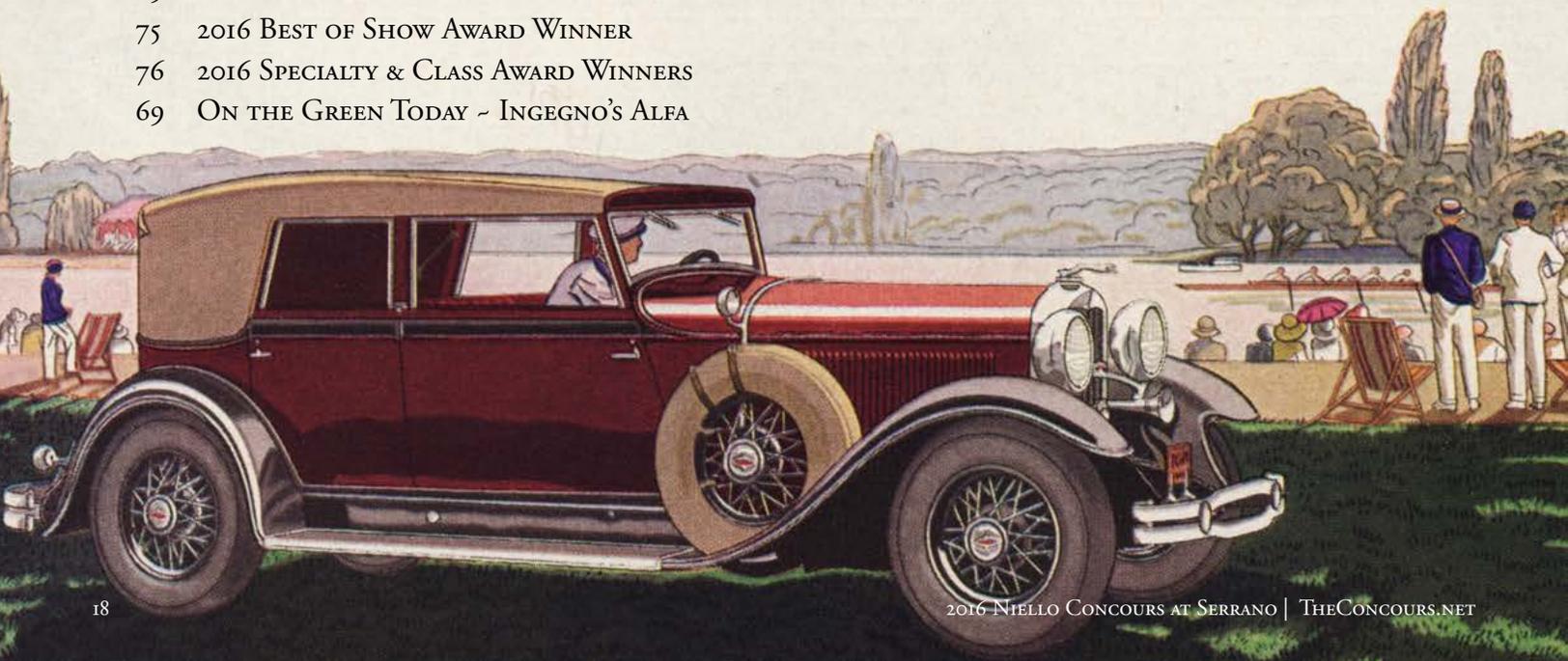
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Welcome FROM RICK NIELLO



On behalf of everyone at The Niello Company, I would like to welcome you to the 13th Niello Concours at Serrano. With every year, this event continues to grow and exceed our expectations with the incredible display of motor cars and gathering of automobile enthusiasts.

In 2016, the event will feature the marque of Lincoln Motor Cars and celebrate forty-five years of De Tomaso Pantera. With an impressive display of both of these brands on the green today, you'll be able to reflect on the history of our nation's automotive landscape while enjoying the display of these iconic automobiles.

Since 1921, The Niello Company has associated itself with the most exceptional and distinctive automobiles in the world. 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. Ninety-five years later, the company continues to seek out the most exceptional automobiles and present them to you, our customers, in state-of-the-art dealerships. The Niello Company represents thirteen of the finest marques in the world with locations throughout the greater Sacramento area, and surrounding regions. Our brands include; Acura, Alfa Romeo, Audi, BMW, FIAT, Infiniti, Jaguar, Land Rover, Maserati, Porsche, MINI, Volkswagen and Volvo.

For the past four years, The Niello Company has been nationally recognized by *Automotive News* by having dealerships named in the Top 100 Best Dealerships to Work for in North America. This year, we've done it again with six dealerships receiving this incredible recognition.

As you walk the grounds today, we hope you enjoy the array of exciting new product throughout the event. Be sure to stop by the Niello BMW Experience on the patio area to see an extraordinary display as we celebrate 100 years of the BMW brand. Also on the green today is a Ride & Drive Experience with Niello Volvo of Sacramento and the all-new Volvo S90. At the Concours VIP area you'll be able to see the first-ever Jaguar SUV, the F-Pace and the all new Jaguar XE. And last, on display for the first time at the Concours will be the Niello Alfa Romeo boutique and the Maserati Levante.

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 and the magnificent display of fine automobiles on the green.

Best regards,

Rick Niello

President, The Niello Company



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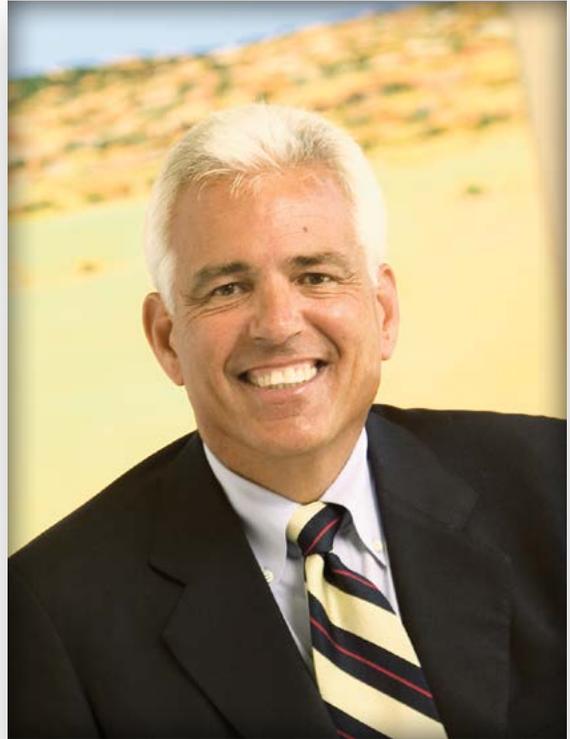
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Welcome

FROM
BILL PARKER



Serrano is proud to host the Niello Concours at Serrano, now in its 13th year. The Concours is an exceptional event that truly exemplifies the blending of community living and lifestyle experiences that define El Dorado Hills. Guests from around the globe have the opportunity to visit Serrano for a day filled with some of the world's most unique motor cars, incredible local cuisine, a fashion show, 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. With an unwavering attention to detail and a commitment to the highest standards of excellence, Serrano and the Concours at Serrano have continued to flourish for over a decade.

We are honored to host the Niello Concours at Serrano, and we're thankful to have the opportunity to work closely with its founders, 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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NIELLO
CONCOURS at SERRANO

2016 AWARDS

BEST OF SHOW AWARD

GRAND MARSHAL AWARD

HONORARY JUDGES AWARD

CHAIRMAN'S CHOICE AWARD
In Honor of George A. Moore

OUTSTANDING LINCOLN AWARD

OUTSTANDING PANTERA AWARD

OUTSTANDING BMW AWARD

MOST ELEGANT MOTOR CAR AWARD

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The 2016 Tour provided a memorable day of driving, wine tasting, food and fabulous automobiles. Tour entrants, with cars from vintage to exotic, enjoyed a fun drive along the Sacramento River touring the historic city of Locke and the Clarksburg Wine Country culminating in an exclusive visit to the CHP Academy.

The Tour began with continental breakfast and registration at the Sutter Street Historic District located in Folsom, California. Upon leaving Folsom the participants enjoyed a twenty-five mile drive meandering along scenic back roads in some of California's most picturesque rural settings.

After arriving in West Sacramento, attendees were greeted by CHP Commissioner Joseph Farrow at the CHP Academy where entrants enjoyed exclusive access to view and participate in an EVOC demonstration. With cars traveling at a maximum speed of 140 mph, entrants' need for speed was fulfilled. A private tour of The CHP Academy, complete with catered appetizers, rounded out this special visit. And no tickets were given out for the speeding!

Upon leaving the Academy entrants toured along the Sacramento River, home to a host of award-winning wineries. Participants wound their way along the flat winding levee roads enjoying the Sacramento Delta Region from Locke Historic District to the beautiful Clarksburg Wine Country. Traveling past the bountiful Delta fruit orchards, vineyards, ranches and river front homes made for a really fabulous drive.

After the forty mile drive along the river tour takers arrived at Club Pheasant where lunch was served and touring highlights were discussed. The Tour Award was presented to Marshall Kraus and his gorgeous 1949 Cadillac, chosen by fellow participants as their favorite.

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. If you would enjoy driving your motor car during a full day of touring, eating and visiting with other car owners, then you should be a part of this event. It will be held on May 20, 2017, 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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2016 GRAND MARSHAL

TOM MATANO



TOM MATANO, EXECUTIVE DIRECTOR
ACADEMY OF ART UNIVERSITY, SAN FRANCISCO

The Niello Concours at Serrano is proud to have Tom Matano, the man who designed the Mazda Miata, as our 2016 Grand Marshal. Born in Nagasaki and raised in Tokyo, Matano says he's got gasoline in his blood, spending summers at his grandfather's petrol station, marveling at the technology in his uncle's 1957 Cadillac and the minimal splendor of his neighbors' Citroen 2CV. At university in Tokyo, Matano studied Analysis Engineering, made architectural models on the side and worked nights driving unreleased cars under the cover of darkness from Tokyo studios to scenic mountain locations.

Tom has over thirty years of experience in the automotive design industry. He held design positions at GM Design in the United States, GM Holden's in Australia, and BMW in Germany. In 1983, he joined Mazda's American design

team. From 1999 to 2002, Matano worked at Mazda Headquarters in Japan, as an Executive Designer in charge of the Chief Designers group. His accomplishments at Mazda include the MPV, MX 5, RX 7, and many other projects by the design teams he managed. Mr. Matano now serves as the Executive Director at the Academy of Art University in San Francisco where he has worked since 2002. He is committed to developing young talents by using his diverse knowledge and experience.

Interesting is the fact that Matano signs off on everything: car bonnets, books, letters and emails, with his simple motto "Always inspired". These two words succinctly suggest the persistent optimism, whimsy and creativity of one of our greatest living vehicle designers.

HONORARY JUDGES

TONY ASARO

Motivator, Educator, Community Relations

TOM BOUTOS

Superior Metal Craft

JESSE BRAVO

Bravo Images

MARTIN CAMSEY

Vice President and Chief Financial Officer – The Niello Company

LINA FAT

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DAVID LICHTMAN

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RICHARD NIELLO, SR.

Founder – The Niello Company

JEREMY SANFORD

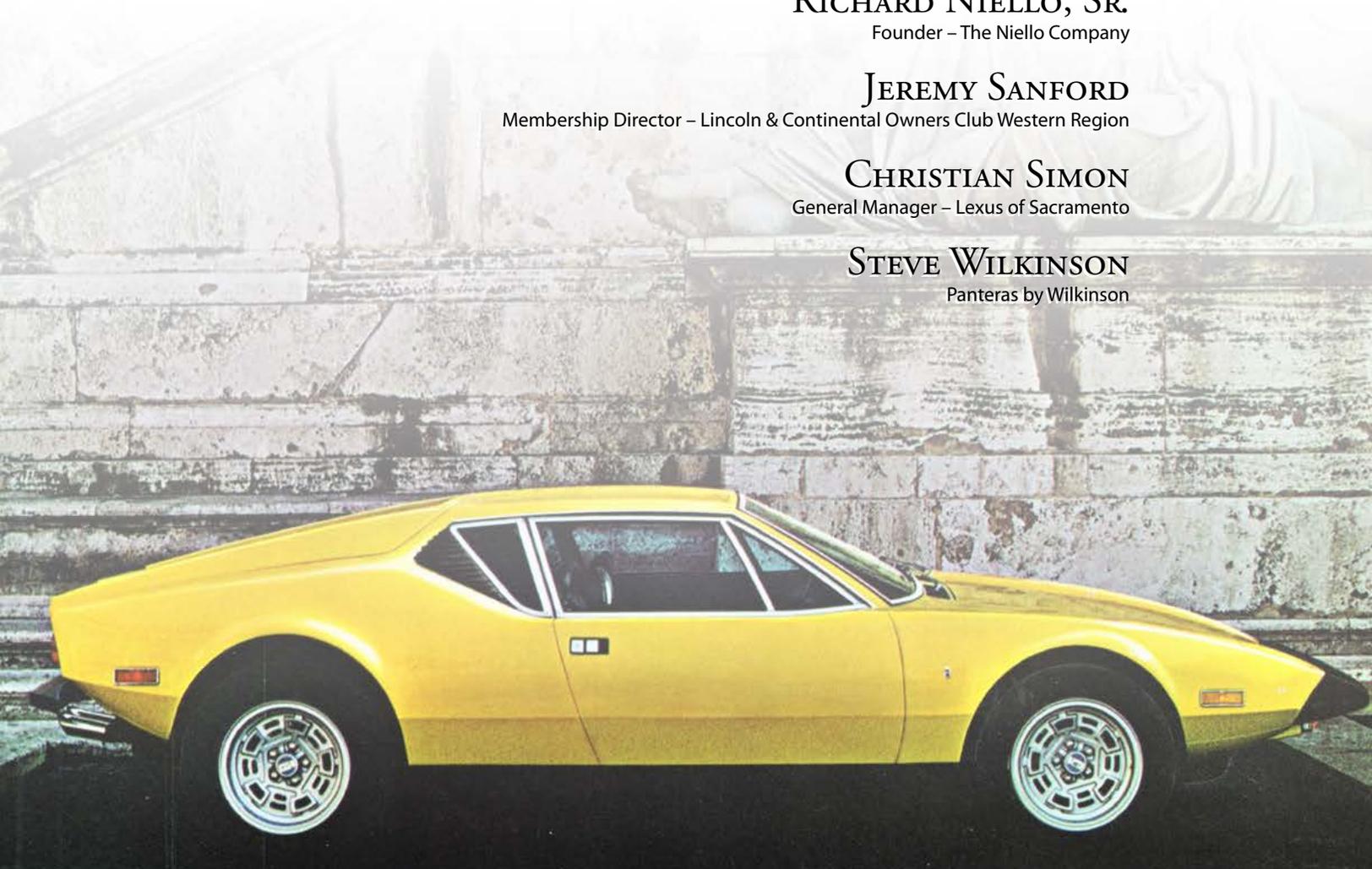
Membership Director – Lincoln & Continental Owners Club Western Region

CHRISTIAN SIMON

General Manager – Lexus of Sacramento

STEVE WILKINSON

Panteras by Wilkinson



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.

FINE ART PHOTOGRAPHY



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Zsa Zsa Gabor



Liberace and his mother



The Beatles

ON THE WINDS OF CHANGE: THE 1937 LINCOLN ZEPHYR

THE 2016 NIELLO CONCOURS AT SERRANO COVER CAR

BY JUDYTH BRAVO

If ever an automobile epitomized its marque, it is the midnight black 1937 Lincoln Zephyr three window coupe owned by George Yandolino of Roseville that so elegantly graces this year's program cover. Fresh off the rack from a "rotisserie" style "nut and bolt" restoration, the refreshed automobile debuted at the inauguration of the Lincoln Motor Car Heritage Museum in 2014 in Kalamazoo, Michigan, where it was the only 1937 model represented.

To appreciate fully the Lincoln Zephyr's impact on the automotive industry one must know its saga. Lincoln used the brand to fill the niche for lower-priced midsize luxury cars that had opened in the industry after the Great Depression, serving a purpose similar to Cadillac's smaller companion car the LaSalle, the Chrysler's Airstream and Packard's One Twenty.

The creation of Lincoln's then-president Edsel Ford and designed by Eugene Turenne Gregorie, the new marque hitched the word "zephyr" which is Greek for "a gentle breeze" to the well-established Lincoln brand in order to connote an image of a fresh, aerodynamic design in line with modern times. Introduced in November of 1935 as a 1936 model, the Lincoln Zephyr proved to be a breath of fresh air to a beleaguered industry that had endured market-resistance to Chrysler's Airflow (In fact, the

Lincoln Zephyr actually had a lower coefficient of drag than the Airflow due in part to its prow-like front end).

In its first year, Zephyr sold 15,000 units which accounted for eighty percent of Lincoln's total sales. While the LaSalle had a V8 engine, and both the Chrysler and Packard brands came with "straight eights", the Lincoln Zephyr sported a dazzling V-12 which proved to be a real crowd-pleaser. Anyone who has driven a V-12 powered automobile will attest that it is an exhilarating experience because there is "power at both ends"; in other words, power to spare both at slow speeds and high ones.

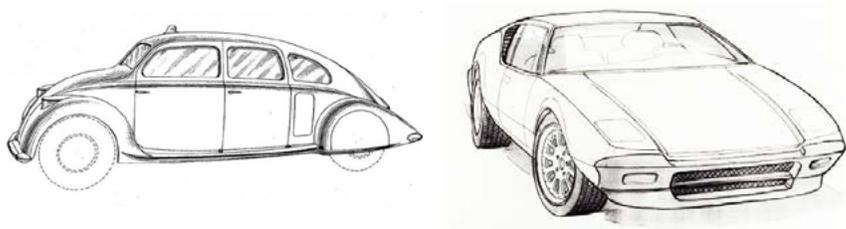
So the Lincoln Zephyr story went until production of all American cars came to a halt in 1942 as the country entered World War II. After the war most American automakers restarted production of their pre-war lines. Lincoln was no exception; however, the Zephyr name was no longer used. The cars were simply called Lincolns.

It is easy to see why Yandolino and his family are enamored with their gorgeous vehicle. Mr. Yandolino professes to be a simple man who simply enjoys the inky black beauty. In fact a four door "sister" 1937 Lincoln Zephyr has come to the Yandolino garage, complete with those famous "suicide" doors. Simply beautiful. Simply fun.



PHOTO CREDIT: JESSE BRAVO

A “WHO KNEW” SIDEBAR



BY JUDYTH BRAVO

The featured marques at the 2016 Niello Concours at Serrano, namely Lincoln and De Tomaso Pantera, have an interesting, purely coincidental connection. Johan Tjaardan van Sterkenburg was a Dutch-born automotive designer who immigrated to the United States in 1923, changing his name to John Tjaarda. His concept car for the Ford Motor Company which has displayed at the Century of Progress Exhibition in Chicago in 1933 was later developed into the 1936 Lincoln Zephyr. This is the same model that graces this year’s cover of the concours program.

In turn, his son, Tom Tjaarda designed the De Tomaso Pantera. In yet another twist of fate, the young Tjaarda, who would go on to have a huge influence on Italian automotive design, was born in Detroit and educated at American schools and universities.

Somewhere Henry Ford is chuckling since both of the marques honored today at the Niello Concours were under the auspices of his company that was still driven by his vision when they were in production.



John Tjaarda



Tom Tjaarda

Photo Courtesy: Ford Motor Company archives

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LINCOLN MOTOR CARS: WHO KNEW?

BY FRANK WEISMANTEL

I'll bet you didn't know that Lincoln Motor Cars was born of World War I desperation and was actually formed by one of the two founders of Cadillac. Didn't think so...

So, how did this come to happen? They were a product of desperate times. Lincoln was never intended to build automobiles at all. They were actually founded in 1917 as Liberty Motors, a company whose mission was to build V-12 Aircraft Motors for World War I fighter planes and seaplanes. America was not "tooled up" for war and did not have the engines needed for the swarm of aircraft about to leave for Europe.

They needed new, powerful and reliable V-12 engines that could be built by several different manufacturers (thus, a modular design) with interchangeable parts. Liberty was formed for that single purpose and shined as a valuable resource that did much to save our troops. Under contract to the War Department, they delivered the Liberty L-12, a light and powerful V-12 engine that saw service throughout Europe. The most interesting fact is that the engines were amongst the lightest and most powerful of

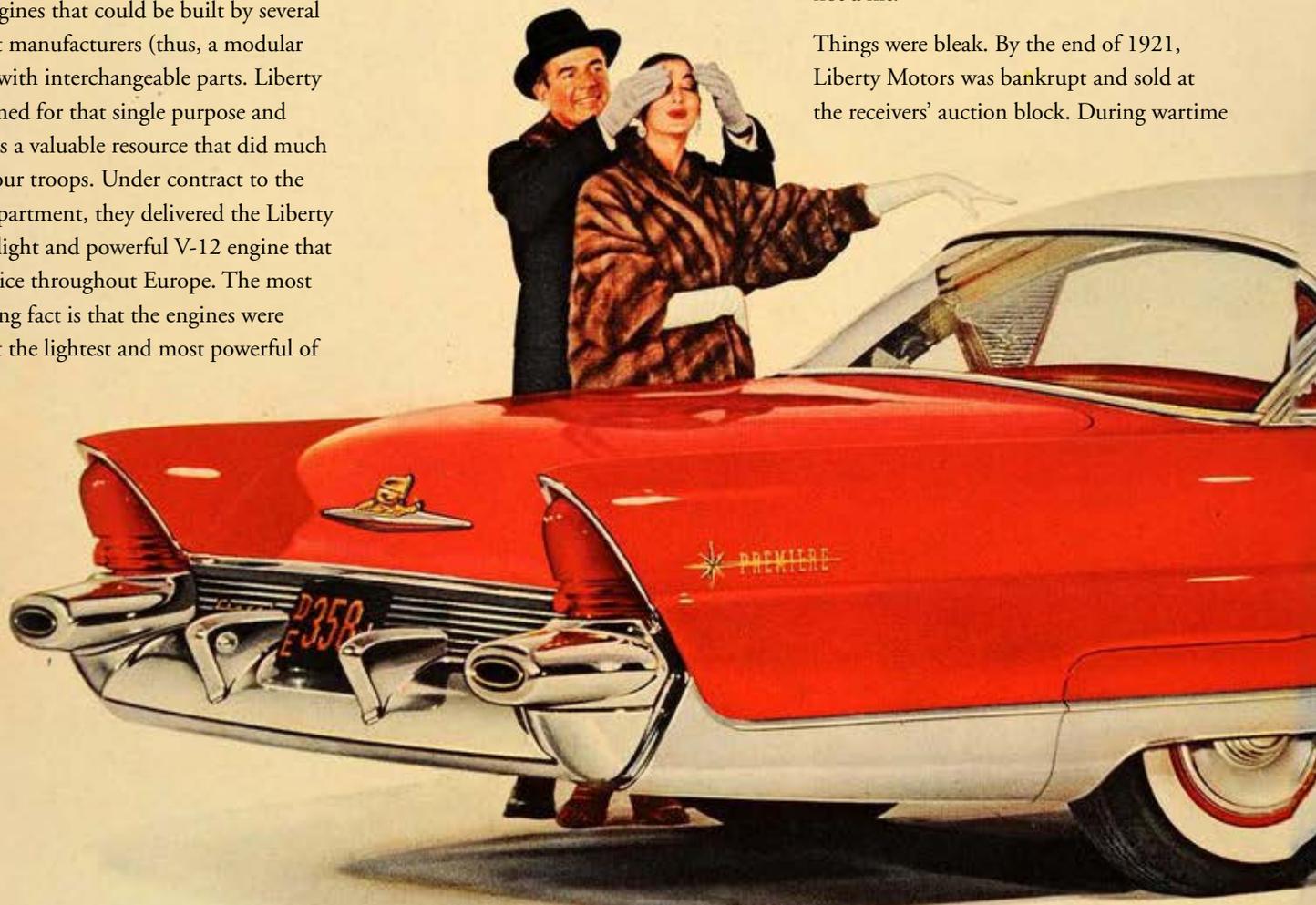
their generation. Still, the Liberty Motors leadership never saw an automotive legacy in their future.

Unfortunately, after the First World War, there was very little market for high performance, extremely expensive to build and maintain V-12 Aircraft engines. However, the founder of Liberty Motors just happened to be Mr. Henry Leland. Why is his name familiar you ask? I'll tell you why; He was one of the two founders of Cadillac. His partner at Cadillac, Mr. William C. Durant was a pacifist and was not willing to be part of Liberty Motors for intense personal reasons. Thus, when Cadillac was

offered a ten million dollar contract to build engines, Mr. Durant declined and as a consequence of winning this important responsibility, Mr. Leland resigned from Cadillac to launch the endeavor that was key to keeping our boys in the air.

When the war ended, having no market for their single product, V-12 aviation engines, Mr. Leland proposed to the board that the company start building automobiles since they already had the tooling and skilled labor needed to develop and manufacture cars. In 1920, the first Lincoln (named after the first President Mr. Leland ever voted for) rolled off the assembly line. The cars were not a hit.

Things were bleak. By the end of 1921, Liberty Motors was bankrupt and sold at the receivers' auction block. During wartime



THE LINCOLN PREMIERE FOUR-DOOR SEDAN

production, a relationship developed between Liberty and the largest supplier of parts for the V-12 engines. That supplier was Ford Motor Company. Ford saw great potential in Henry Leland's facilities. He didn't see great potential in the business savvy of Mr. Leland. So, he put the new Lincoln Motor Cars division of Ford under the business acumen of Mr. Edsel Ford. As President, Edsel Ford ran Lincoln for the rest of his life. Things improved almost immediately.

Lincoln was established as a premier brand. As you might have guessed, they were powered by powerful V-12 engines that were lighter and more efficient than most automobile engines because of their aviation lineage. Edsel Ford was smart enough to have the chassis and drive train designed and built by his team, however, he was inspired enough to have the most respected custom coachbuilders of the era build the bodies for his cars. Thus, many Lincolns were "one off" designs and found themselves in the driveways of the rich, royal and powerful.

Knowing the power of building a brand on a "signature design", Edsel Ford scoured the

automotive design industry for a visionary designer whose work would measure up to that of the coachbuilders who were putting magnificent bodies on Lincoln chassis. Basically, Mr. Ford believed that the accepted "Coach Built" process, while selling chassis did not really develop and anchor his brand. For that he needed to build complete vehicles whose appearance never failed to cause the public to think "Lincoln" when they gazed at his vehicles. Enter Mr. E. T. "Bob" Gregorie, who just happened to be Ford's Chief Designer.

While searching the world, Edsel Ford had found his best designer right under his nose. Together, Gregoire and Edsel Ford brought the world the Lincoln Continental in 1939 and the American luxury car market changed forever. Today, everyone knows of the "Continental Design". The stage was set for Lincoln to take a big bite out of the Luxury car market and Cadillac took notice. The ongoing battle for the title of Best American Luxury Car between Cadillac and Lincoln started in 1939 as Cadillac was faced with the loss of sales to this new upstart, Lincoln Motor Company.

Cadillac responded to the throwing down of the gauntlet by Lincoln and immediately launched design changes to recapture their

crown. The battles were epic, although they mainly were fought with ink, paper and clay models. The world waited every year for the new models from both manufacturers and voted with their wallets for who made the best luxury car. While the battles were even, at best, the real beneficiaries from the design wars were the customers. America really never saw so many mass produced and desirable vehicles. We even put a crimp in the sales of Rolls-Royce, Bentley and other coach built brands. America was officially "On the Map".

The twenty to twenty-five year window between the 1939 introduction and the 1960's were golden years for Lincoln. Lincoln faced a real challenge in the years soon after WW II when Cadillac introduced bold new designs that captured the market right out of the box. Lincoln responded with new designs that stayed true to their history yet still brought real beauty and elegance to the customer. In many ways, Lincoln was more graceful in their design while Cadillac became more and more ostentatious. Only time would tell which focus, gaudy vs. understated elegance, would triumph.

As before, the battles were even until 1945 when Lincoln merged with Mercury. It was now the Lincoln - Mercury Division of Ford Motor Company. In retrospect, the merging of Lincoln with a lesser brand resulted in too much effort being expended in developing



commonality between platforms and both Mercury and Lincoln vehicles shared parts and, unfortunately, designers. In 1949, the Continental was discontinued and a new Lincoln was presented that shared much with the Mercury Eight. The dilution of the brand commenced while Ford focused on production cost control, rather than leadership in the market. To add insult to injury, 1949 was the year when Lincoln cars started appearing with an engine based on a Ford truck V-8 engine. Much of the mystique and “specialness” of the Lincoln brand was disappearing as Ford attempted to restart the auto industry after WW II. By 1952, the mass produced V-12 Lincoln was no more. Much of what made Lincoln a class leader was lost.

Ford leadership was not blind and by 1956 decided that measures should be taken to restructure Lincoln in order to recapture the dominance of the brand. So, Ford created the Continental Division of Lincoln – Mercury and once again hung their hat on the Continental design as a “re-starting” point for the marque.

The Continental Division introduced the new Continental Mark II and for the first time we saw the classic spare tire hump instead of a trunk mounted spare tire. This design cue would be synonymous with Lincoln for decades and was copied by many manufacturers and “Kit Car” fanatics. Everyone now remembers the Continental Kits of the seventies. Funny such a fad had its’ launch in 1956.

While Lincoln once again was building industry leading vehicles, they were doing so at too high a cost. Since they were mostly hand built and there was solid price competition between Cadillac and Lincoln, Continental Mark II sales actually resulted in a loss of over one thousand dollars per vehicle. Of course, that could not continue.

Consequently, engineering provided a solution to the unit cost of vehicles; the UNIBODY. The new Unibody concept ended the day of a separate body and chassis. Also, the Unibody concept pretty much demanded commonality of product and Continentals once again found themselves sharing parts with both Lincoln and Mercury. This was another nail in the coffin of the remaining purveyor who provided exotic and desirable cars.

Due to the challenge of the worldwide postwar markets, Lincoln found itself manufacturing shared designs and watching costs carefully. Fortunately, the Design Team had the skill and imagination to deliver the design for the Lincoln Continental Mark III in 1958. The design was visually captivating



and the cost to manufacture was over four thousand dollars less than the Mark II. The Continental Division would last until 1960 when they delivered the last Continental, the Continental Mark V.

Once again the Lincoln brand was diluted. Continental Division was no more and Lincoln – Mercury became the Mercury – Edsel – Lincoln Division. Notice how the two non-premium brands led Lincoln in the title. It was a sign of things to come. By 1961 the mighty Lincoln brand was reduced

to just one car, the derivative and uninspired slab-sided Lincoln Continental. They really offered only one unique feature – suicide doors. For those unfamiliar with the term, suicide doors swing open backwards instead of frontwards. A design intended to facilitate the entrance and egress of ladies in a demure and dignified fashion. This went on until 1970 when Ford once again took the bull by the horns and made a redesign, a restructure and took another attempt to wow the world.

Lincoln leadership saw the writing on the wall when they evaluated their most successful competitor, the Cadillac Eldorado, a nice looking two door luxury car (based on the Chevrolet Monte Carlo, of all things) that the buyer in this category

truly loved. As a result, Eldorado sales were taking a big bite out of Lincoln sales. Lincoln knew exactly what to do. Build a better luxury two door touring car. In 1968 they introduced the Lincoln Continental Mark III. Nothing like the 1958 Lincoln Continental Mark III except for the signature spare tire hump, the Mark III was the foundation for Lincoln “Halo Cars” from 1970 through the 1990’s. Lincoln was once again saved as a brand and her dignity restored.

While saved as a brand and outliving Edsel, Lincoln was forced to contend with years

of hard times ahead that had nothing to do with either Cadillac or cost savings. The oil crises loomed and huge 460 cubic inch gas engines were ill-equipped to meet upcoming federal gas consumption regulations as were large, heavy vehicles. In order to stay vital, massive changes in the brand were called for. It is fortunate they had Fords finances behind them to ride the tide of Federal CAFÉ regulations and mileage standards.

By the 1980’s, Lincoln was facing potential

brand ending difficulties. They branched out to manufacturing a number of uninspiring, poorly built and undesirable cars like the small Lincoln Versailles (a Ford Granada with leather seats and Lincoln badges), Town Cars and Town Coupes that looked uncomfortably like the Ford Taurus. At this point there was nothing that distinguished the brand to the point of making livable sales. Without a paradigm shift and commitment from Ford, Lincoln was doomed by the realities of the 1980's. They needed to build smaller, more efficient, beautiful cars that once again represented the Lincoln image and the expectations of the market. They needed to reinvent and repurpose themselves.

In 1982 Lincoln went back to the well and brought back the Lincoln Continental. It was built on the Ford Thunderbird platform and while being smaller than hoped for, it at least brought back the concept of a rear wheel drive Lincoln. It also provided

the basis for the new generation Lincoln Mark VII in 1984. The Mark VII was a technologically impressive vehicle with air suspension, great looks and decent performance. Once again, Lincoln was crawling back out of the abyss.

This time, Lincoln outlived Mercury as a brand. Ford decided that the Lincoln brand was stronger and more desired than Mercury and gave Lincoln another chance at redemption. By 1998, Lincoln was at least turning a modest profit and her vehicles once again stood next to Cadillac as the top luxury brands manufactured in the US. Still, there was much work to be done and much more attention to be given to the markets whose desires were for better performance, better styling, more efficiency and affordability. None of these goals were either Cadillac or Lincoln strong points. Lincoln had to reinvent itself one more time.

Strangely, Lincoln found a niche that Cadillac failed to recognize, the Sport Utility Vehicle market. In 1998, Lincoln introduced the Lincoln Navigator and sales took off at an unexpected pace. While a lower priced and smaller SUV, the Lincoln Aviator failed to sell; the Navigator was well received and was an important part of saving the Lincoln brand. Armed with good revenue from SUV sales, Lincoln next developed what we drive today, the MK series.

Today we have the MKS and MKZ, both excellent performing and luxurious automobiles that stand up well against domestic and foreign competition. While each vehicle is derived from their Ford cousins, the Taurus and Fusion, respectively, they are anything but a Fusion or a Taurus. Available in All Wheel Drive with industry leading technology and excellent workmanship, Lincoln automobiles are once again amongst the world's finest. Truth be told, I really don't miss the Edsel....



On the Green TODAY

1950 LINCOLN COSMOPOLITAN LIMOUSINE

*Owned by Bob and Barbara Acquistapace
of Shingle Springs, California*

In this year of media emphasis on things "Presidential", the 1950 Lincoln Cosmopolitan Limousine shown by its proud owners Bob and Barbara Acquistapace is one of the more pleasing examples of the phenomenon. It started when then President Harry Truman ordered ten of the elegant vehicles for the White House. If that sounds like a rather flamboyant gesture on the part of the 33rd President of the United States, understand that the automobiles were leased to the government by Ford and that there hadn't been a new car at the White House since before WWII.

Actually Bob Acquistapace has been looking "presidential" since his parents gave him the car as a gift in 1962. Accurately, Ford built eighteen of the 1950 Lincoln Cosmopolitan Limousines: besides the ten deemed for the White House, two went to the State of Israel, and then one went to each Lincoln Mercury plant. Bob's was the "company car" for The Los Angeles plant, and had 58,000 miles on the odometer in 1962.

Twenty-four thousand miles later, after receiving awards at the 2013 Pebble Beach Concours d'Elegance and the Silverado Concours d'Elegance, the black beauty is still being enjoyed by Bob and his wife Barbara.

The Henney-bodied limousine carries nine passengers in "Presidential" comfort on its 142 inch long wheel base. With its chrome appointments, the 152 HP 336.7 cubic inch V8



engine delivers all the power desired, while the two radios guarantee that both chauffeur and passengers can hear their own favorite tunes. Visit this piece of Americana on the Concours green.

PROFILE OF COLLECTOR BARNEY GARDNER: A MAN AND HIS MACHINES

By JUDYTH BRAVO



Barney Gardner with his Gardner in his El Dorado Hills dream garage and workshop.

Given that Barney Gardner was fascinated with toy cars from the age of four and received his driver's license at fourteen, the last seven decades have been a very natural progression for the now-retired orthopedic surgeon. His fervor covers just about anything that has motion, and that encompasses enthusiasms from automobiles to yachts along with their concomitants of racing and restorations. In a similar vein, his long career as an orthopedic surgeon seems like a predictable pathway for one so obsessed with things in motion.

That pathway has taken Gardner to his own dream garage in the El Dorado foothills where he surrounds himself with his passions both past and present. Centerpiece to it all is the black and silver 1930 Gardner 140 Sports Roadster

with its cherry red leather upholstery and its matching red pin striping that he just completed restoring with the help of his so-called "grey haired special": the bunch of automotive artisans that he conjured out of retirement for the project.

Gardner completed about forty percent of the work on the eponymous automobile himself, beginning the monumental task when he retired in 2002. He had planned to restore the roadster in his retirement ever since he had purchased it at auction from Harrah's Automobile Museum in 1973. What he had not planned was that a horde of rats, mice and a skunk would penetrate the "airtight" barn in which he had stored the Gardner, causing much havoc to the automobile.

PHOTO CREDIT: JESSE BRAVO

Diligence won the day, however, and the gorgeous restored Gardner made its concours debut at Pebble Beach this August where it proved to be a real crowd-pleaser (this year's Concours at Serrano will mark the roadster's second showing).

A full account of Barney Gardner's participation in the concours circuit begins during his college days with him taking a First in Class with his silver 1952 MG TD at the Oakland Concours d'Elegance in 1954. A graduate of the University Of Utah School Of Medicine, his love of tools made for a smooth segue into using them to help patients as an orthopedic surgeon.

A three year stint in the U.S. Army during the Korean conflict put him at Tripler Hospital in Honolulu, Hawaii. Eventually his medical career would take him all over the world when he became the designated orthopedic surgeon for both the Men's and Women's U.S. World Cup Soccer Teams, as well as serving in the same capacity for the US Ski Team.

Home was in the Silicon Valley where Gardner had his practice, raised a family of four children, and found the time to serve on the Board of the San Jose Museum of Art. Still the Renaissance Man, he easily works various objects of art into his garage space (most automobile aficionados acknowledge that cars are simply "rolling art" anyway).

In those Silicon Valley days, the Doctor's garage didn't house Gardners but Lincolns and Porsches. Never one to live life any way but at full throttle, Gardner showed and raced and restored the best of both marques. His favorite Lincoln was a white 1930 Duel Cowl Phaeton that won Best in Class at Pebble Beach, and Best of Show at both Palo Alto and Hillsborough Concourses. It simply doesn't get better than that.

The Porsches (and for the record there were 31 of them) were restored and raced, again at full throttle, by the busy doctor who can lay claim to being a professional race driver for a time. His favorite feat was winning the Fire Hawk Series at Sears Point Raceway in a six hour race shared with two other drivers when they beat Stirling Moss's team (Editor's note: Barney's 1958 Porsche Speedster won both the People's

Choice Award and The Tour Award at the 2007 Niello Concours at Serrano). Good times.

Yet another important chapter of Barney's life as a collector of things that move is the yacht era. Again, in true full throttle style, he restored a sixty foot Stephen Bros. yacht that had been owned by the Pabst family. Boating proved to be a fortuitous hobby for Gardner when he met his future wife Sara at a show in Stockton.

Fast forward to that wondrous space in the El Dorado Foothills where the Gardner marque rules. Since the purchase of the 1930 Sport Roadster, Barney has added four and a half more Gardners to his collection, the "half" referring to a 1929 sedan purchased for parts only and the body going to a hot rod enthusiast. His second Gardner, a maroon 1931 Sedan, also came from the Harrah collection but has been left in its original state. Barney insists that it will stay that way. The stories could go on and on. Dr. Barney Gardner truly personifies the adage "life is what you make it", and we thank him for sharing his.



Barney Gardner with his 1958 Porsche Speedster which won the People's Choice and The Tour Awards at the 2007 Niello Concours at Serrano.



On the green today Dr. Barney Gardner and his wife Sara will be exhibiting their 1930 Gardner Sport Roadster, fresh from a ten year restoration commandeered by the good Doctor himself, assisted by several of his septuagenarian and octogenarian car cronies.

What bona fide-dyed-in-the-wool car guy wouldn't be drawn like a moth to a flame to an eponymous automobile marque? So it went with Dr. Gardner and his Gardner collection. Of course it was easy to become besotted with this obscure American brand that so embodies the graceful Art Deco style.

The Gardner automobile was manufactured in St. Louis, Missouri, from 1919 until 1931. Of the 55,000 units built, 144 are known to have survived. Only two model 140 Sport Roadsters remain. With its 90 horsepower Straight Eight Lycoming engine, its performance was so superior that it was used as a pursuit vehicle by many police forces including the California Highway Patrol. A beautiful example of Art Deco styled automobiles, the marque won first prize in the Concours d'Elegance in Zandervoot, Holland, in 1929.

The Gardner on the green today was purchased new at the factory in St. Louis by a Naval officer who took the car all over the world. When he sold it to the Harrah Collection in 1967, it had logged 220,027 miles.

Dr. Gardner purchased the automobile from the Harrah Auction in 1973. When he retired from his orthopedic surgery practice ten years ago, he began the restoration, completing it in July of this year. Enjoy the fruits of his efforts on the green today.

On the Green TODAY

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*Owned by Dr. Barney and Sara Gardner
of El Dorado Hills, California*



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DE TOMASO PANTERA:

*An American Sports Car
Living in an Italian Body*

BY LESLEY STEIN



The De Tomaso Pantera is as infamous as they come. Jay Leno, who owns a 1971 midnight blue version, described the car as, “one of the most misunderstood and undervalued,” cars of the 1970s. Elvis (no last name needed), who loved his guns as much as his women, dislodged a pair of bullets into his yellow 1971 model. Something about trying to impress a girl with a burnout, but the car failed to start. That about sums up the love/hate relationship owners have with this sleek sporty crossbreed. Yes it has its issues, but what fancy sports car doesn't?

Born out of an international collaboration between Ford Motor Company and Italy's De Tomaso Modena S.p.A., the Pantera was designed in 1969. Debuting at the 1970 New York Auto Show to much fanfare, the low-slung, two-door, wedge-on-wheels, is as head turning as its Italian counterparts (think Ferrari and Lamborghini) and as muscular as it's Detroit cousins (Mustang and Corvette). It's one of those sexy sports cars that make you look twice.

The Pantera also has Argentinean roots. The car's creator, Alejandro De Tomaso was born in 1928 into a wealthy landowning Buenos Aires family. His racing career began early with Bugattis and Maseratis. By the 1950s, political turmoil surrounding the Perons prompted De Tomaso to move to Italy where he met his second wife, American heiress and racer, Elizabeth “Isabelle” Haskell. She, along with her brothers, helped fund De Tomaso's burgeoning Modena-based car company. The iconic Pantera logo is a fond tribute to De Tomaso's Argentinean upbringing. Its T-shaped symbol, centered over a blue and white banner, evokes the branding iron used to make impressions on cattle raised on his family's estate. The colors, of course, are borrowed from the flag of Argentina.

By 1963 De Tomaso and Ford were working together. Ford installed De Tomaso's Varelungo mid-engine in its four-cylinder Cortina. Next up was the by De Tomaso-designed chassis for the Ford Mangusta. Around this time, Henry Ford II failed in his bid to purchase the Ferrari Company. To fill the void, and produce its own Italian stallion, newly minted Ford Motor Company president Lee Iacocca, in 1969, engaged De Tomaso to build a specialty sports car. A year later Lincoln-Mercury dealers across the country were selling the exotic Pantera.

Legendary engineers with years of experience under their belts conceived much of the Pantera's design. Ghia's Tom Tjaarda

(Son of Lincoln-Zephyr designer John Tjaarda.), known for the designs of the Ferrari 365 GT California Spyder and the Mercedes 230 SL Coupe, designed the Pantera's 176-inch coach. Italian engineer Gian Paolo Dallera, who designed chassis for the Lamborghini Miura and the BMW M1, was responsible for the Pantera's chassis. And, Ford Motor Company's Bill Gray engineered the high performance motor. Pantera components include a mid-engine, rear drive, monocoque body, steel and alloy panels, an overhead valve 351 Cleveland V8, a cast-iron block and head, a five-speed ZF transaxle with rack and pinion steering, and four-wheel disc brakes. Weighing in at 3,202 pounds, the Pantera's wheelbase measures 99 inches.

The Pantera was a dazzling addition to the 1970s American sports car scene. Air conditioning kept the black interior cool, while two-bucket seats and ample of legroom provided just the right image and view for the driver and passenger. A 1971 Car and Driver reviewer wrote, “As you skim over the pavement in the Pantera you can't help feeling smug. You hear the engine rumbling along from its station back by your shoulder blades -- a mechanical arrangement even novice automotive visionaries will recognize as a little piece of tomorrow today. And the looks. Oh wow -- like something that just rolled out of the Turin Show. In every lane for blocks you leave a wake of typical American motorists -- all suckers for a pretty fender -- with their necks wound up like rubber band airplane motors.”

Yet, in spite of its affordable price at \$10,000 (when it debuted), nearly half the cost of its counterparts, the De Tomaso Pantera enjoyed a short shelf life in American dealerships. Amid such complaints as the car's overheating and rusting, Ford tried several tactics to stem the problems, including assigning the dashing race driver Peter Revson to conduct tests. Whether it was a lack of knowledge about how to sell an exotic Italian/American sports car in staid Lincoln-Mercury showrooms, or the untimely energy crisis and resulting oil embargo, Ford eventually pulled the plug on the Pantera in 1974. De Tomaso continued production of the Pantera in Modena, selling the car throughout Europe until 1993. In the end approximately 7,100 Panteras rolled off the assembly line and 5,200 made their way to America where it still enjoys wide popularity among sports car enthusiasts.

The De Tomaso Pantera has certainly lived up to its Italian name for panther. Forty plus years after it's inception, this exotic vehicle still moves with the power and grace of an untamed cat and carries the look of a rare but respected breed.

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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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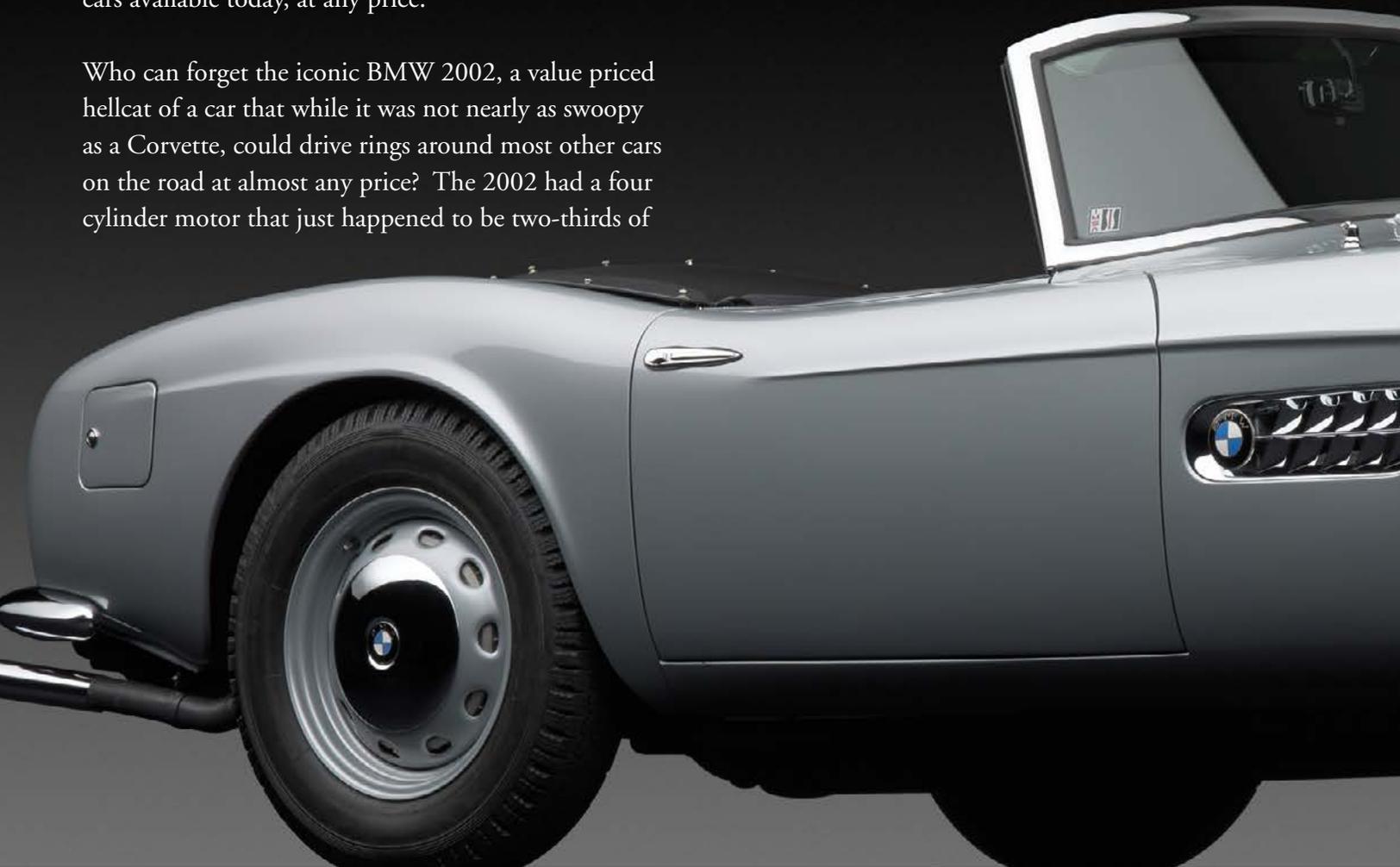
BMW CENTENNIAL CELEBRATION 100 YEARS OF THE ULTIMATE DRIVING MACHINE

BY FRANK WEISMANTEL

We live in a world of “Vee” engines, some with as many as sixteen cylinders (Bugatti) putting out over 1,500 horsepower. Many people question the wisdom of BMW relying on a simple “straight six” engine as their staple product. Regardless, BMW is recognized for developing and offering some of the highest automotive technology while simultaneously raising both efficiency and performance as well as offering some of the best driving cars available today, at any price.

Who can forget the iconic BMW 2002, a value priced hellcat of a car that while it was not nearly as swoopy as a Corvette, could drive rings around most other cars on the road at almost any price? The 2002 had a four cylinder motor that just happened to be two-thirds of

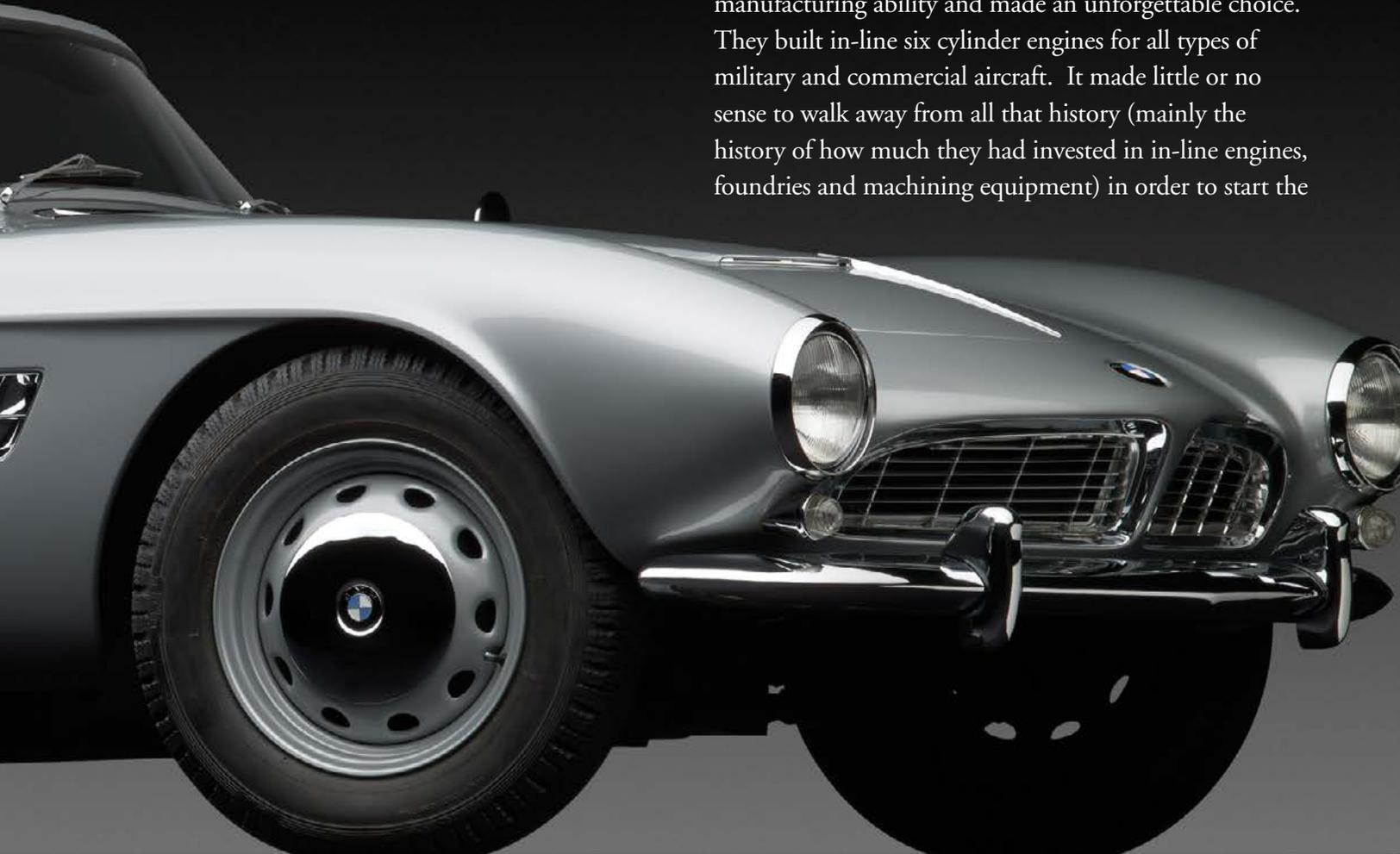
the iconic straight six. When it came time to get serious about power, BMW simply added back the two removed cylinders. That’s probably why they built (and still build) such great driving cars. BMW ascribes to a high standard for every car they build. When they declare their product “The Ultimate Driving Machine” the marque is rarely challenged



There certainly are superior vehicles out there; Ferrari, McLaren, Maserati, Bentley, Rolls-Royce et al... Regardless, as any concours aficionado will agree, one of the most difficult challenges is to be "Best in Class". That is where BMW found their niche, filled it and cemented a reputation for excellence enjoyed by precious few marques. Can a Ferrari 488 leave a BMW M4 for dead in any type of competition? Of course it can and does. However, the Ferrari breaks anyone's bank with well over \$300K being the price of entry. The M4 can be found new for a much more reasonable \$75K or so. A dear price to be sure. But still, take the M4 out against any automobile at the same price point and the BMW will most likely finish in the top three, if not win outright. That is the beauty of BMW, on a smiles-per-dollar competition; BMW really could be considered "The Ultimate Driving Machine".

The history of BMW is not all that different from the German and, believe it or not, the British manufacturers. They all launched their automobile products around the turn of the 20th century and became important parts of their countries war machines. Even today, you will find BMW, MBZ, Rolls-Royce and even General Motors technology in just about every aircraft engine on earth. BMW is not just an automobile manufacturer, they are a technology and innovation contractor for almost every power focused discipline imaginable. Perhaps their depth of knowledge and experience in so many unrelated disciplines is the key factor in their ongoing ability to deliver the level of quality, performance, design and reliability the world ascribes to their products. BMW holds some of the greatest intellectual properties available today. Northern California has Gold Mines. BMW has Gold Minds.

After WWII, BMW looked at its inventory and manufacturing ability and made an unforgettable choice. They built in-line six cylinder engines for all types of military and commercial aircraft. It made little or no sense to walk away from all that history (mainly the history of how much they had invested in in-line engines, foundries and machining equipment) in order to start the



inline six engines offered nearly perfect balance so they didn't have to waste hundreds or thousands of engineering hours on smoothing out the motors and were extremely reliable even in a highly stressed aviation application. The in-line six cylinder engine became the basis for BMW's reentry into the auto world. Clearly, a wise decision.

soul will be BMW). They also make a rip-roaring V-10 that turned the M5 of the early 2000's into a fire breathing monster that left many a Corvette and Porsche driver in tears as they watched the taillights of the M5 disappear in the distance. BMW does indeed offer a great variety of choices. However, their icon is the inline engine.



The matching of the BMW brand with the iconic in-line six cylinder engine is one of the greatest pairings today (Right up there with Fred Astaire and Ginger Rogers). You will find that the latest BMW in-line six cylinders offer superior efficiency and miles per gallon than many four cylinder engines. You will also find that today, BMW is building more and more in-line 4 cylinder turbocharged engines to improve the overall fuel efficiency of the marque. Regardless, when an "M Badge" is pasted on a BMW, be it the M2, M3, M4 and etc...that vehicle will have a very high performance, lightweight and efficient turbocharged in-line six cylinder engine. BMW knows enough not to try and take something that "ain't broke and fix it until it is".

I guess the question is how much longer BMW will ride on the shoulders of their history? Today's drivers are looking for high efficiency (the highest possible as in Tesla for some aficionados), real value and great reliability. Face it; in today's automotive world there really are not any "Bad Cars". Even the worst automobiles are worlds better than anything we could have purchased in the 60's or 70's. BMW faces stern and ever increasing competition from upstarts such as Tesla, Alfa Romeo (They're back!) and even Jaguar. There just might come a time when we're recalling the good old days of the "M-badged" Beemers while we drive our i3's and other electric vehicles.

This does not mean that BMW only manufactures in-line four and six cylinder engines. Not at all. They make a fairly decent V-12 that you just might find in a Rolls-Royce or two (The motor will say Rolls-Royce but its heart and

The world is changing and we can only hope that BMW and others like her remain true to their roots and keep feeding our addiction to M2 type "pocket rockets" and other hell raising machines.



Although only 254 of the 507 Roadsters were produced by BMW from 1956 to 1959 almost all of them still exist. From their very inception they were considered a rarity and treated accordingly. Just ask owner Phil White who is exhibiting his 1958 BMW 507 roadster on the green today at the 13th Annual Niello Concours d'Elegance, after purchasing the car in March of 2016.

The saga of the BMW 507 Roadster began with its debut at the Frankfurt Motor Show in 1955. Designed by Albert Guertz, the model made a remarkably significant contribution to the BMW image if not its coffers. Actually the 507 was conceived by American automobile importer Max Hoffman to fill the gap between the Mercedes-Benz 300SL and less expensive sports cars like MGs and Triumphs. Unfortunately, high production costs in Germany pushed the sticker price up to \$10,500 and yet BMW lost money on every unit sold. However, the quality was there for posterity, and posterity is garnering up to two million for 507's at auction. Mr. White's car was sold in the spring of 1958 to wealthy Venezuelan owner; then in 1962 it returned to Germany where it sold twice, the third owner then keeping it for over fifty years. With its 4 speed manual transmission and a 150 hp aluminum V-8, White's prize vehicle wears its first color scheme of silver-blue exterior with a red interior and runs on its original ridge wheels.

An interesting "side story" is that Elvis Presley owned a white 507 when he was stationed in Germany in 1958. The super star grew tired

On the Green TODAY

1958 BMW 507 ROADSTER

*Owned by Phil White
of Portola Valley, California*



of girls writing their names and phone numbers on his white car in lipstick so we had the automobile painted red. Visit Mr. White and his silver beauty on the green today.

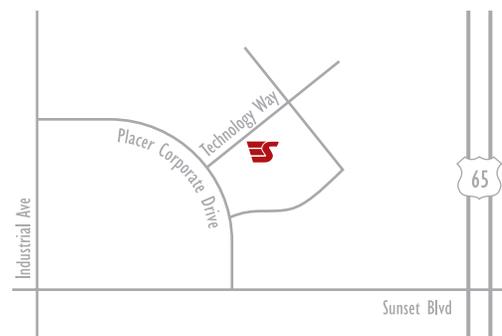
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A SINGULAR SENSATION 1949 DELEHAYE TYPE 175 SAOUTCHIK COUPE DE VILLE

BY JUDYTH BRAVO

Whenever the Academy of Art University of San Francisco shares a selection from its prized collection of automobiles at the Niello Concours at Serrano, its attendees are allowed a glimpse of a rarity that few auto aficionados are ever afforded. This year is no exception when the University displays its 1949 Delahaye Type 175 Saoutchik Coupe de Ville on the Concours green.

This vehicle is a true show-stopper in the very best art deco tradition although it was manufactured after World War II. A one-off example, the gorgeous Saoutchik was a sensation when it debuted at the Paris Salon Show in 1949. The tapered teardrop design is accented by dual chrome sweeping spears and a grey and white paint job that took a year to complete. The car comes equipped with such desirable accoutrements as doors that open with a push button, interior fixtures plated in 14-karat gold, and magnificent "OS" gauges.

The first owner of this stunner was Jack Pry of Washington, D.C., who purchased the car for the enormous amount of \$20,000. He then showed the car at the 1952 International Motor Sports Show in New York. The second owner was a lucky lady name Mrs. Wladzia Podbielniak. Purchased by the fabled collector Bill Harrah in the 1950's, the car was featured at the Harrah Collection in Reno, Nevada. Harrah oversaw the car's restoration in the 1980's, then sold it to Tom Barrett in 1989, who in turn, sold the car to J.B. Nethercutt for display in the renowned Sylmar Museum.

In 2010 it was purchased by yet another owner who shipped it directly to Mike Fennel Restoration in Saugus, California, where it underwent a two-year complete renovation. In 2013 this stunning example of the finest of French coachwork became part of the Academy of Art's truly breathtaking collection. Don't miss the opportunity of seeing the Delahaye on the green today.



PHOTO COURTESY BARRETT-JACKSON

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ADVISORY BOARD

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 is Regional Vice President to forty-five hospital members of the Hospital Council of Northern and Central California 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.



its chances for competition but for its opportunity for education.

DAVE COLE *Audio Logistics*

Twenty-nine years ago Dave founded Blue River Digital Inc., a nationwide provider of large format graphic display systems based in Roseville. Dave is also the principal behind Blue River Light & Sound, a fresh startup of audio/video and lighting experts with a desire to help event hosts achieve their goals. Dave's own affinity for automobilia began at a young age when he and his dad would play a game of name-the-year-make-and-model with any passing car. His favorite classic automobile is the 1960 Cadillac series; although as a junior high student, when his parents owned one, Dave was embarrassed by the old car and would make them drop him off blocks away from the school campus, so his friends would not see him alight from "the clunker." As Dave and his wife Susan move into 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 coaches and mentors high school worship musicians in his church.



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 (5) and Hudson (3).

VALERIE FEBRE YAP *Photography + Graphic Design*

Valerie is the owner of Valerie Febre Yap Studios in Rocklin California. She likes to call herself a "Visual Communicator." Whether she is designing an ad or creating an image, the goal is the same: determine the client's wants and needs, consider the end-use, communicate ideas with the client and deliver the best possible solution.



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.



ANTHONY M. DE ARCOS *Project Manager*

Anthony M. De Arcos has over thirty years of professional experience, including over fifteen years in the construction industry and over seventeen 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.



Valerie graduated from the University of California, Berkeley with Bachelor of Arts in Art History. She and her husband, Eric, have four children, Liselle, a professional dancer in the San Francisco Bay Area, Alee, who recently was accepted to Syracuse University, Julianna, a High School Junior, and Isaac, a 7th Grade student.

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



JUDYTH BRAVO *Consultant*

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



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



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beside an old barn and forgot about. When not playing with his cars or looking for a barn find, Bob works as a project manager for 5 Star Services and PJ's Landscape, he also owns Capitol Kirby in Sacramento. His wife Sally shares his passion for the motorcar; they own antiques, classics and exotics.

SALLY FINKBEINER *Honorary Judges Liaison*

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



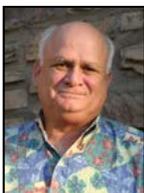
STEVEN P. HELLON *Official Concours Photographer*

Steven Hellon was destined to be a photographer long before he even held a camera in his hands. While growing up in St. Louis, Missouri. 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 of California as a photographer photographing Governors Wilson, Davis and Schwarzenegger. Steven has owned his own business since 2003 and continues to freelance commercial assignments throughout 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 thirty-five 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 ten years, where she has grown to appreciate the fine art of the automobile and their owners. Having retired from a twenty-eight year law enforcement career and now having an empty nest, Rosie and her husband, Jon, spend time enjoying the outdoors and working on home improvement projects. In her spare time, Rosie coaches new runners and trains for Ironman distance triathlons.



JOHN MANBY *Event Logistics*

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



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

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

Brandon married wife Kate in 2012 and they had their first child, Jack Talbott, 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 2012 in Kate's hometown, Reno, Nevada, at the ranch where she grew up. The couple celebrated the arrival of their first child, Jack Talbott, this January. 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 enjoys spending quality time with friends and family, good food and great wine!



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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.



nine years. She recently retired from San Juan Unified where she taught English to newcomers for thirty-six years. She now has time to work on her golf game at North Ridge Country Club.

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.

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.



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.



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.

BEN SALERNO *Upper Concours Field, Crew Chief*

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



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



FRANCIS "FRANK" X. WEISMANTEL *Contributing Writer*

Frank is a lifelong automobile enthusiast and dreamer. Born in Miami Beach, Frank's passion for cars started with his first love, a 1970 Dodge Challenger 383 Magnum SE RT hot rod. Originally intending to be an English/Literature teacher, instead Frank chose to join the Air Force and learned a trade, Electronics Technology. Unable to find a local supplier and dealer of B-52 Bombers, Frank went into the Telecommunications Industry and now has over thirty-four years experience building, maintaining and upgrading today's cellular and radio based communications networks. His passions are automobiles, cooking and whenever possible writing and editing automobile themed articles for a variety of charitable events. Frank now lives in Elverta, California, on a small ranch property with his wife of over twenty-five years, Claudette along with a dog, two horses and three cats. Life has never been so sweet.



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.

— Brian & Michele Moore

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NIELLO ALFA ROMEO

916.830.7325

For the first time, Niello Alfa Romeo will be featuring an Italian boutique on the green at the Niello Concours at Serrano. We invite you to come by and take a closer look at the new 4C model and see what makes this automobile unique from all the rest. With the finest of details and Italian styling on every corner, Alfa Romeo brings innovation and classic design together as one.

NIELLO BMW

916.486.1011

In celebration of 100 years of BMW, Niello BMW Sacramento & Elk Grove will have a stunning showcase of both the history of the brand and a look into the future at this year's Niello Concours at Serrano. With an interactive display and an incredible view of the concours, we invite you to share in the 100 year celebration with us.

NIELLO VOLVO OF SACRAMENTO

916.488.2400

Experience the completely new Volvo S90 on the green at the Niello Concours at Serrano. Look for the Niello Volvo of Sacramento Ride & Drive under the covered bridge at this year's concours to get behind the wheel of a Volvo S90 and discover, first-hand, what redefined luxury feels like.

PREMIER UNITED COMMUNITIES

916.783.6111

At Premier United Communities, exceptional homes are the result of carefully listening to people's wants, needs, dreams and desires. Our philosophy is to hear the heart of our homebuyer and build with passion, innovation, and personal attention to the way people want to live. Every home is uniquely designed and created by talented and experienced professionals at Premier United Communities. A Premier United home is the culmination of decades of experience in the art and craft of design and construction. A home that seamlessly embraces environment and showcases the high quality and sustainability expected today. Our homes also reflect our commitment to creating well planned communities centered on unique designs and located in the thriving areas where you want to live.

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916.452.6200

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

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916.526.0814

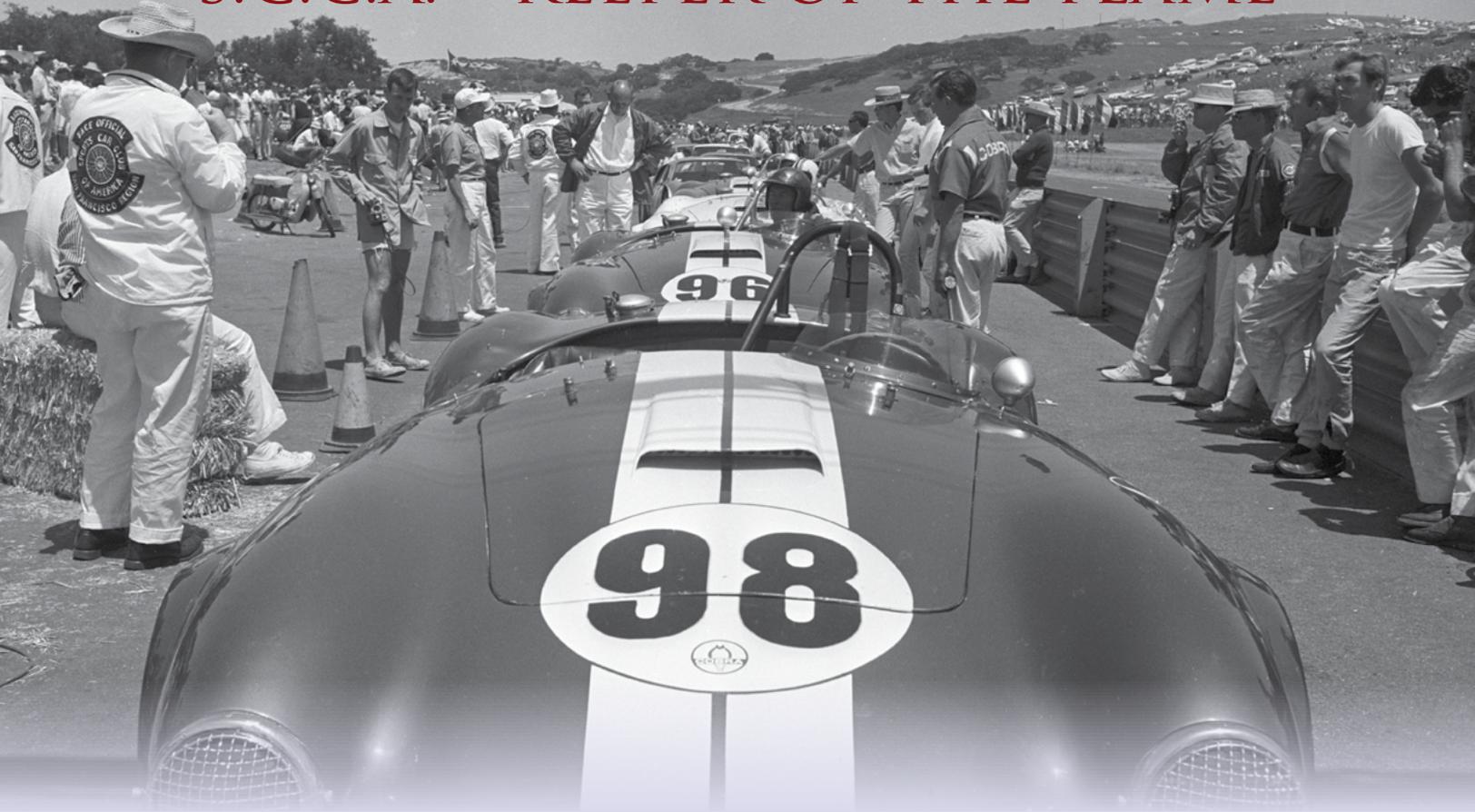
Taylor Morrison is a leading national homebuilder and developer that was recently recognized as America's Most Trusted™ Home Builder for 2016 by Lifestory Research. We have been helping families create memories for more than a century. When you've been doing something that long, you learn a few things. You learn the right way to build. You learn that people matter. And you learn the real staying power is in giving people a home that they want and one you know is going to last. As we work together to build your home, we want to know what is important to you and your family so the finished product is the perfect reflection of you. At Taylor Morrison, "inspired by you" is more than just a catchphrase, it's our passion. Come tour our two new communities in Serrano, Fiori and Vintage 38 and discover Taylor Morrison inspired living. Model homes are open daily for viewing.

TOLL BROTHERS

916.358.3701

Toll Brothers offers the ultimate in California living at Pinnacle at Serrano. During the Niello Concours at Serrano, stop by our booth and you can hop a ride over for a VIP Tour of Pinnacle at Serrano's spectacular model homes. Featuring home designs that blur the line between indoor and outdoor living, taking advantage of the beautiful Sierra foothill weather and views. Toll Brothers is an award-winning Fortune 600 company founded in 1967, and in Fortune Magazine's 2016 Survey of The World's Most Admired Companies® Toll Brothers was ranked #6 worldwide across ALL INDUSTRIES in Quality of Products/Services Offered after Apple, Walt Disney, Amazon, Alphabet, and Nordstrom. In the same 2016 survey, Toll Brothers was named the #1 Home Builder Worldwide.

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



The 13th 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.

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

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 2016 season by the SCCA and the award will be presented today at the Niello Concours at Serrano.

Jim Perell ~ Director of Communications/SCCA Liasson
Cindy Scagliola ~ Director at Large
Pat Wille ~ Secretary/Treasurer
Richard Simonds ~ Director of Training
Morris Lum ~ Photographer/Webmaster





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2016 NIELLO CONCOURS AT SERRANO ENTRIES

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CELEBRATING 45 YEARS OF DE TOMASO PANTERA

CELEBRATING BMW CENTENNIAL

LINCOLN MOTOR CARS

CLASS L4 ~ LINCOLN 1960 TO 1978

1978 Lincoln Versailles
James Finley of Vallejo, California

1969 Lincoln Continental Mark III
Jeremy Sanford of Sacramento, California

1964 Lincoln Continental Convertible
John Saras of Sacramento, California

1962 Lincoln Continental Sedan
John White of Sacramento, California

CLASS LC ~ LINCOLN CLASSICS

1941 Lincoln Continental
Chris Bang of San Jose, California

1947 Lincoln Continental
Paul Borgwardt of Walnut Creek, California

1930 Lincoln 5P Sedan
Frank & Fredina Rose of Capay, California

CLASS LCCL ~ LINCOLN CUSTOM COACHWORK

1950 Lincoln Cosmopolitan Limousine
Bob & Barbara Acquistapace of Shingle Springs, California

CLASS LM ~ LINCOLN MERCURY MOTORCARS

1956 Mercury Monterey 2 Door Hardtop
John MacPherson of Reno, Nevada

1965 Mercury Park Lane Convertible
Mark Masterson of El Dorado Hills, California

CLASS LPWI ~ LINCOLN PREWAR

1941 Lincoln Continental
Marshall Kraus of Sacramento, California

1948 Lincoln 876H-76
Jack Maye of Carmichael, California

CLASS LZ ~ LINCOLN ZEPHYR

1937 Lincoln Zephyr 3 Window Coupe
George Yandolino of Roseville, California

DE TOMASO PANTERA

CLASS PM ~ PANTERA MODIFIED

1974 De Tomaso Pantera
Jeff Budelli of Folsom, California

1973 De Tomaso Pantera
Garry & Sue Choate of Wilton, California

1974 De Tomaso Pantera L
Steve Christiansen of Sacramento, California

1971 De Tomaso Pantera Sports
Ronald DeMaderios of Santa Rosa, California

1973 De Tomaso Pantera L
John Drago of Shingle Springs, California

1972 De Tomaso Pantera
Forest Goodhart of Watsonville, California

1974 De Tomaso Pantera
Steve & Kim Griffin of Morro Bay, California

1973 De Tomaso Pantera
Gary Kono of Scotts Valley, California

1973 De Tomaso Pantera
Peter Kovacs of Modesto, California

1972 De Tomaso Pantera
Larry Larsen of Morgan Hill, California

1974 De Tomaso Pantera
Mark Masterson of El Dorado Hills, California

1973 De Tomaso Pantera
John McNamee of Rancho Murieta, California

1973 De Tomaso Pantera-L
Dennis Morse of Minden, Nevada

1973 De Tomaso Pantera L
Jim Nowlin of Incline Village, Nevada

1973 De Tomaso Pantera
Kenny Palmer of Shingle Springs, California

1973 De Tomaso Pantera
James Peterson of Gold River, California

1973 De Tomaso Pantera
Mike Resso of Santa Rosa, California

1972 De Tomaso Pantera
Mike Ritenour of Roseville, California

1974 De Tomaso Pantera
Jim Seiferling of Rio Vista, California

1972 De Tomaso Pantera Group 4
Gary Spratling of Tiburon, California

1974 De Tomaso Pantera L
Brent Stewart of San Jose, California

1972 De Tomaso Pantera
John Webber of Wilton, California

1971 De Tomaso Pantera
Randy Welch of Stockton, California

CLASS PS ~ PANTERA STOCK

1971 De Tomaso Pantera
John Buckman of Vista, California

1972 De Tomaso Pantera
Ken Caldeira of Orangevale, California

1971 De Tomaso Pantera
Rick Carlile of Sacramento, California

1973 De Tomaso Pantera
Steven Dalcino of Pleasanton, California

1971 De Tomaso Pantera
Lori Drew of Vacaville, California

1971 De Tomaso Pantera
Ken Engdahl of Stockton, California

1972 De Tomaso Pantera
Thomas Galli San Rafael, California

1973 De Tomaso Pantera
David Lommori of Shingle Springs California

2016 NIELLO CONCOURS AT SERRANO ENTRIES

1972 De Tomaso Pantera
Bud & Jan Millard of Millbrae, California

1972 De Tomaso Pantera
Joel Montero of Petaluma, California

1974 De Tomaso Pantera
Bob & Linda Rand of Madera, California

1972 De Tomaso Pantera
Don Spratling of Madera, California

1972 De Tomaso Pantera
Carl Stein of Carmichael, California

1974 De Tomaso Pantera L
Dennis Valdez of San Jose, California

BMW

BMW CENTENNIAL

1974 BMW 2002
Joe Hensler of Fair Oaks, California

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

1972 BMW 2002 tii
David Rossiter of Folsom, California

1974 BMW 2002
Michael Tatro of Fair Oaks, California

1957 BMW 507
Phil White of Portola Valley, California

CLASS AB ~ US CLASSICS CCCA APPROVED 1925 TO 1948

1930 Gardner Sport Roadster 140
Barney Gardner of El Dorado Hills, California

1937 Packard 1508
James Hussey of San Leandro, California

1940 Packard Super 8
Danno Raffetto of Placerville, California

1935 Packard Convertible Sedan
The Niello Company of Sacramento, California

CUSTOMS

1963 Oldsmobile 98 Batmobile
Mario Borbon of Sacramento, California

1951 Cadillac Series 62
John Cordero of Folsom, California

1923 Ford Model T Center Door Sedan
Robert Prinzo of Rancho Murietta, California

1967 Jaguar Modified XKE-2+2
Kenneth & Glenda Roberts of Queen Creek, Arizona

1948 Packard Station Sedan
Michael Williams of Sacramento, California

CLASS CV ~ COMMERCIAL VEHICLES

1930 Reo Flying Cloud
Mike Kisber of Lockeford, California

1936 Reo Speedwagon 6AP Pickup
Mike Kisber of Lockeford, California

CLASS D ~ 2015 WINNERS ROW

1975 Ford Batmobile
Bob Goldsand of El Dorado Hills, California

1990 Cadillac Allante
Alan O Johnson of Sacramento, California

1957 Chevrolet Bel Air
Dennis & Laurie Neal of Roseville, California

1960 Cadillac Eldorado Seville
James Newberry of Roseville, California

2015 Lamborghini Huracan
Ron Ray of Sebastopol, California

1987 Ferrari Testarossa
Brian Whitmore Rocklin, California

1967 Porsche 911 Coupe Normal
Mark York of Gold River, California

CLASS E ~ PRESERVATION CLASS

1921 Graham Brothers Chemical Fire Engine
Wally Clark of Sacramento, California

1956 Buick Special Convertible
Jim Matus of Rancho Cordova, California

CLASS F ~ MUSCLE CARS

1968 Pontiac GTO
Allan McCrary of Vacaville, California

1969 Dodge Charger Daytona
Janice Sutherland of Red Bluff, California

CLASS F-2 ~ FERRARI THROUGH 1974

1962 Ferrari 250GTE 2+2
Bill Finkbeiner of Auburn, California

1968 Ferrari 365 GT 2+2
Curtis Popp of Sacramento, California

CLASS F-3 ~ FERRARI 1975 TO 1991

1986 Ferrari 328 GTS
Edward Cabelera of Sacramento, California

1984 Ferrari 308 GTS
Kevin Enderby of Redwood City, California

1979 Ferrari 308 GTB
Curtis Popp of Sacramento, California

1986 Ferrari 412
Curtis Popp of Sacramento, California

CLASS F-4 ~ FERRARI 1991 TO PRESENT

1999 Ferrari 550 Maranello
Curtis Popp of Sacramento, California

2005 Ferrari 612
Curtis Popp of Sacramento, California

CLASS M ~ ANTIQUES

1912 Pope Hartford Model 27 Pony Tonneau
Kirk Bewley of Woodland, California

CLASS N ~ VINTAGE THROUGH 1949

1936 Ford 68-790 Station Wagon
David Moore of Folsom, California

1936 Ford Cabriolet
Norma Petersen of Cameron Park, California

1949 Delahaye Model 175 Saoutchik Coupe de'Ville
Richard Stephens of San Francisco, California

CLASS P ~ AMERICAN MANUFACTURE 1949 TO 1969

1964 Ford Mustang
Gary Day of Folsom, California

1968 Cord 810 Cabriolet
Alan O. Johnson of Sacramento, California

1957 Chevrolet Nomad Bel Air
Galen Klokkevold of Auburn, California

1957 Chevrolet Bel Air Convertible
The Niello Company of Sacramento, California

1957 Chevrolet Bel Air Convertible
Patrick & Connie Rodgers of Rescue, California

2016 NIELLO CONCOURS AT SERRANO ENTRIES

CLASS PL ~ AMERICAN LUXURY 1949 TO 1969

1956 Plymouth Fury
Gary Day of Somerset, California

1964 Cadillac de Ville
Richard Colombero of Sacramento, California

1954 Cadillac Coupe de Ville
Jim Hearn of Folsom, California

1957 Imperial Crown Convertible
Henry Hopkins of Richmond, California

1953 Plymouth Cranbrook Convertible
Jack Jones of San Jose, California

1961 Chrysler 300G
Barbara Major of Newcastle, California

1958 Pontiac Bonneville Convertible
Mike Marsh of Vacaville, California

1967 Imperial LeBaron
John & Susan Swensson of Saratoga, California

1962 Chrysler 300H
Doug Warrenner of Fair Oaks, California

CLASS Q ~ EXOTICS

2011 Aston Martin V8 Vantage S Roadster
Kab Benefield of El Dorado Hills, California

2006 Maserati Quattroporte
Ben and Nicole Black of El Dorado Hills, California

2011 Lotus Evora
Craig Dial of Loomis, California

2014 Jaguar F-Type
Steven Durant of El Dorado Hills, California

2007 Mercedes SL55/R230
Greg Hess of El Dorado Hills, California

2016 McLaren 650S
William Hubbard of Loomis, California

2013 Ferrari 458 Spider
Dean Ingemanson of Sacramento, California

2016 Porsche GT4
Philip James of Folsom, California

2007 Morgan Aero 8
Gary Marquis of Chico, California

2006 Lamborghini Murcielago Roadster
Allen Mohanna of Folsom, California

1989 Mercedes Benz AMG 6.0
Curtis Popp of Sacramento, California

1990 Mercedes Benz 190 E 2.5 EVO
Curtis Popp of Sacramento, California

2006 Ford GT
Jeff Stone of Fair Oaks, California

1994 Lotus Esprit Turbo S4
Scott Williamson of Elk Grove, California

CLASS T ~ AMERICAN SPORTS CARS

1966 Chevrolet Corvette
James Barnes of El Dorado Hills, California

1957 Ford Thunderbird
Deborah Clendenning of El Dorado Hills, California

1959 Chevrolet Corvette
John Clemens of El Dorado Hills, California

1962 Ford Thunderbird Roadster
Eugene Daly of Sonoma, California

1962 Chevrolet C1 Corvette Roadster
Myles Douglas of Gardnerville, Nevada

1964 Cobra 289
Gordon and Sandy Gimbel of Roseville, California

1953 Chevrolet Corvette
Gary Hiltunen of Chester, California

1963 Chevrolet Corvette Coupe
Ken Ruthenberg of Gold River, California

CLASS U ~ FOREIGN SPORTS CARS THROUGH 1956

1952 MG TD
Christopher Couper of Shingle Springs, California

1958 MG MGA-1500
Don & Pamela Davis of Gold River, California

1953 Morgan +4 Roadster
Robert La Mar of Half Moon Bay, California

1956 Jaguar XK140 FMC, MC
Charles Manchester of Stateline, Nevada

1950 Allard J2X SL "Special Long" Roadster
Anthony Martinis of Sacramento, California

1950 MG TD
Dr. Conrad Rougeux of Moke Hill, California

1955 Porsche 356 Continental Coupe
Tom Sansome of Elk Grove, California

1939 MG Tickford Series TA
Douglas Spindler of Shingle Springs, California

1959 Porsche 356 A Coupe
Mark York of Gold River, California

CLASS VC ~ FOREIGN SPORTS CARS CLOSED 1957 TO 1979 UNDER \$5,000

1965 Porsche 356 C Coupe
Kurt & Claudia of Campbell Sacramento, California

1966 Porsche 912
Mike McCormick of Carmichael, California

1972 Lancia Fulvia HF 1.6
Curtis Popp of Sacramento, California

1969 Porsche 912 Coupe
Richard Shelton of Penn Valley, California

1961 Porsche 356B
Tim Wilson of Folsom, California

CLASS VM ~ VINTAGE MOTORCYCLES

1926 Daytona Model 18
Paul Adams of Shingle Springs, California

1952 Daytona Daytona Manx
Paul Adams of Shingle Springs, California

1958 Triumph 3PA Bathtub Triumph
David Bookout of Ukiah, California

1965 Honda S65
David Bookout of Ukiah, California

1967 Honda C100
David Bookout of Ukiah, California

1949 Indian Arrow
Jason Hartje of Redwood Valley, California

1969 Honda CL350 K1
Don Stockett of Folsom, California

1970 Honda CB750 KO
Don Stockett of Folsom, California

1972 Honda CL350 K4
Don Stockett of Folsom, California

2016 NIELLO CONCOURS AT SERRANO ENTRIES

1972 Honda CB100 K2

Don Stockett of Folsom, California

CLASS VO ~ FOREIGN SPORTS CARS

OPEN 1957 TO 1979 UNDER \$5,000

1963 Austin Healy BJ7 3000

Randy Andorko of Elk Grove, California

1963 Jaguar E-Type

Jesse Bravo of Fair Oaks, California

1967 Austin Healy MK III

Mike Goard of Granite Bay, California

1963 Jaguar E-Type

Kyle Gong of Elk Grove, California

1959 Alfa Romeo Giulietta Spider Veloce

Michael Ingegno of Oakland, California

1969 Jaguar E Type Roadster

James T. Jones of Alameda, California

1958 Austin Healey Sprite MK1

Brian MacDonald of Nevada City, California

1961 Jaguar XK 150

The Niello Company of Sacramento, California

1966 Jaguar XKE

Dianne Witwer of El Dorado Hills, California

CLASS VRC ~ VINTAGE RACE CARS

1968 Chevrolet 427 A Production Corvette

Larry Crossan of Folsom, California

1969 TRV M

Johnathan Evans of Shingle Springs, California

1971 Chevrolet Monte Carlo

Richard Orme of Granite Bay, California

1965 Lotus Seven

Dann Shively of Folsom, California

CLASS W ~ FOREIGN SPORTS CARS

1957 TO 1989 OVER \$5,000

1957 Alfa Romeo 1900 CSS

Jim Bonney of Carmichael, California

1972 Porsche 911

James Buckner of Roseville, California

1973 Iso Rivolta Lele

Mike Clarke of El Dorado Hills, California

1959 Fiat 750 Zagato

Angelo Ferro of Novato, California

1989 Porsche 930 Turbo Carrera Cabriolet

Edward Gervasoni of Castro Valley, California

1973 Porsche 911 S Targa

Greg Gularte of Auburn, California

1972 Alfa Romeo Montreal

Curtis Popp of Sacramento, California

1978 Porsche 930 Turbo

Curtis Popp of Sacramento, California

1974 Porsche 911 Carrera

Arthur Woo of Cupertino, California

CLASS YZ ~ FOREIGN PASSENGER

CARS 1957 TO 1979

1970 Rover 3500S

Albert Boasberg of Daly City, California

1960 Mercedes Benz 220SE Cabriolet

Bob Buckter of San Francisco, California

1966 Mercedes Benz 200

Michael Ginsberg of Rancho Cordova, California

1959 Volkswagen Rag Top Beetle

Leaman Houston of Sacramento, California

1971 Mercedes Benz 6.3

Curtis Popp of Sacramento, California



Movie buffs will be pleased to find one of Hollywood's iconic automobiles on the green of the 13th Annual Concours d'Elegance with the entry of Ken and Glenda Robert's replica of the hearse from the movie, *Harold and Maude*. This very custom vehicle represents the very persistent passion of Mr. Roberts to recreate the storied hearse that was destroyed at the end of the fabled film. Thousands of dollars went into researching and locating the same type of materials used for the original car built for the motion picture. For example, the tail lights were not Jaguar: they actually came from a Japanese import. The Landau bars used on the sides of the hearse are Ford products. The movie hearse was literally built with bits and pieces from various generations of Jaguars combined with both Japanese and American products.

Roberts's replica actually one-ups the original version used in the film by possessing a rear hatch that opens (the movie script did not call for the hatch to open so it didn't). The replica has a hatch that not only opens, but does so hydraulically by remote control. The cost of building that door alone was more than six figures (no wonder funerals are so expensive these days).

With its Connolly-hide interior and a tape deck that plays the Cat Stevens song expressly written for the movie *If You Want to Sing Out, Sing Out* on a continuous loop, this is one vehicle to die for. Visit

On the Green TODAY

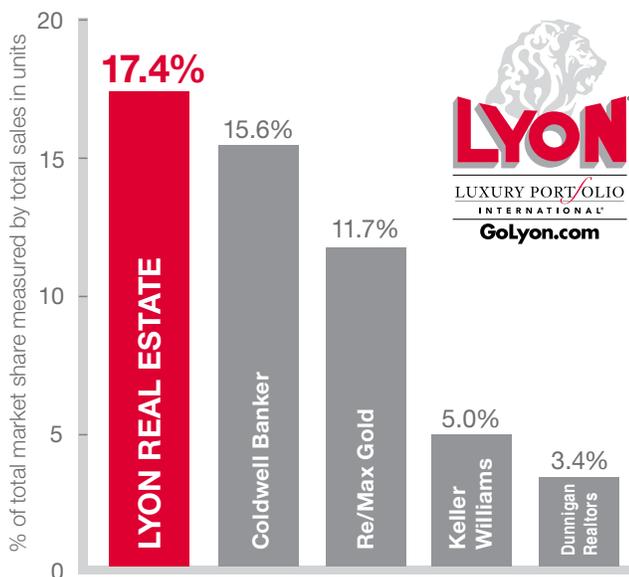
1967 JAGUAR XKE-HEARSE

*Owned by Ken and Glenda Roberts
of Queen Creek, Arizona*



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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

This model convertible was considered by many to be the most beautiful Ford to strut the runway. Sleek and full of intrigue, the 1936 Cabriolet captured the hearts of many and continues to do so today. This particular vehicle with its elegant tan exterior and chocolate interior belongs to Norma Peterson of Cameron Park who received it as a gift on her 60th birthday in a swell gesture by her husband Robert, definitely a swell guy! By coincidence both Norma and the convertible are 1936 models. Now, twenty years later, and after first place finishes in the three Western National Early Ford V-8 Meets the car was entered, Norma and her car join us on the green today at the Niello Concours at Serrano.

1936 FORD CABRIOLET

*Owned by Norma Peterson
of Cameron Park, California*



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As the lyrics of a pop ballad proclaims, "love hurts". Just ask Bob LaMar about the blue 1953 Morgan Plus 4 roadster he's showing on the green of the 13th Annual Niello Concours d'Elegance. In 1999 his British rarity was in the possession of a passionate pair of owners who, although they managed to show the automobile at the Pebble Beach Concours that year, could not manage to garage the Morgan. As all true car-buffs know, an ungaraged automobile goes to hell in a hand basket in record time, and so it was with the rare roadster. Besides being a "flat rad" ("flat radiator" to automania neophytes) this Morgan was the first "plus 4" model sold west of the Mississippi.

Enter LaMar to the strains of "Rescue Me" in the background. After much cajoling he convinced the owners to sell the hapless Morgan to him. Always the self-effacing gentleman, LaMar says he began what he affectionately calls a "sympathetic restoration" of the Morgan, one that respected the innate integrity of the lovely British roadster.

In 2010 at Pebble Beach during an all Morgan concours, the vehicle garnered the top prize for the Morgan that "best typified the Morgan marque"; or in other words, best exemplified the British sports car mystique. This award which was presented by Charles Morgan himself, pays homage to the very British tradition of respecting a bit of wear and tear on beloved objects from steering wheels to tea cups, from old hunting dogs to even older monarchs! To qualify for the prize a vehicle must be fully drivable and be 100% original (again for automania neophytes, "period" correct parts are acceptable).

In 2016 LaMar and his Morgan completed a full body-off restoration. The owner explains that when undertaking a restoration, no matter how sympathetic, one project definitely leads to another and before one knows it "less" has become "more". For example, a complicating aspect of Morgan renovations is that they have wooden body frames made of ash. Termites could be an issue if a restoration took too long! Visit LaMar and his Morgan on the green today to hear more of his exploits in completing his "sympathetic restoration".

On the Green TODAY

1953 MORGAN PLUS 4 ROADSTER

*Owned by Robert LaMar
of Half Moon Bay, California*



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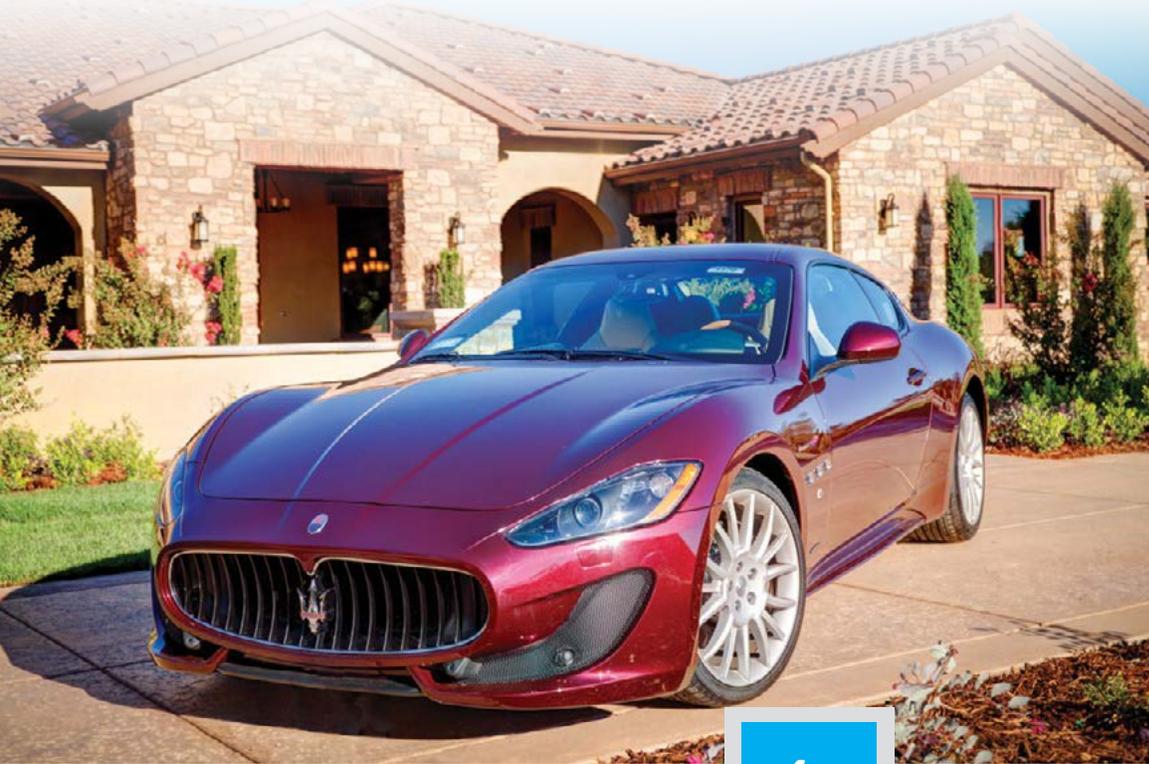


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NIELLO CONCOURS AT SERRANO BEST OF SHOW AWARD WINNERS

- 2004 1966 LINCOLN CONTINENTAL
OWNED BY WILLIAM MCCOY OF FAIR OAKS, CALIFORNIA
- 2005 1955 MERCEDES GULLWING
OWNED BY TOM THORNHILL OF SAN RAFAEL, CALIFORNIA
- 2006 1913 POPE HARTFORD
OWNED BY BILL GULARTE OF SOLEDAD, CALIFORNIA
- 2007 1934 PACKARD 1107 PHAETON
OWNED BY JAY MOORE OF LAHAINA, HAWAII
- 2008 1933 PACKARD 1104 COUPE ROADSTER
OWNED BY ROBERT TIFFIN OF RED BAY, ALABAMA
- 2009 1947 JAGUAR MARK IV DROPHEAD
OWNED BY HOWARD CLARKE OF SPRINGFIELD, CALIFORNIA
- 2010 1933 ROLLS ROYCE P II CONTINENTAL
OWNED BY JAY MOORE OF LAHAINA, HAWAII
- 2011 1936 AUBURN BOATTAIL SPEEDSTER
OWNED BY PAUL PETROVICH OF SACRAMENTO, CALIFORNIA
- 2012 1957 FORD SKYLINER (BLACK)
OWNED BY ROBERT TIFFIN OF RED BAY, ALABAMA
- 2013 1921 DUESENBERG A BENDER COUPE
OWNED BY JAMES CASTLE OF MONTEREY, CALIFORNIA
- 2014 1952 BENTLEY MARK VI MULLINERS OF BIRMINGHAM
OWNED BY LEON GAROYAN OF DAVIS, CALIFORNIA
- 2015 1957 FORD SKYLINER (BLUE)
OWNED BY ROBERT TIFFIN OF RED BAY, ALABAMA

PHOTO BY STEVEN HELLON PHOTOGRAPHY

VISIT OUR FACEBOOK PAGE, NIELLO CONCOURS AT SERRANO, FOR PHOTOS OF THESE FABULOUS MOTOR CARS

NIELLO
CONCOURS at SERRANO

BEST OF SHOW

2015



PHOTO BY RIVERVIEW MEDIA PHOTOGRAPHY

1957 FORD 500 SKYLINER

BOB TIFFIN OF RED BAY, ALABAMA

SPECIALTY AWARD WINNERS

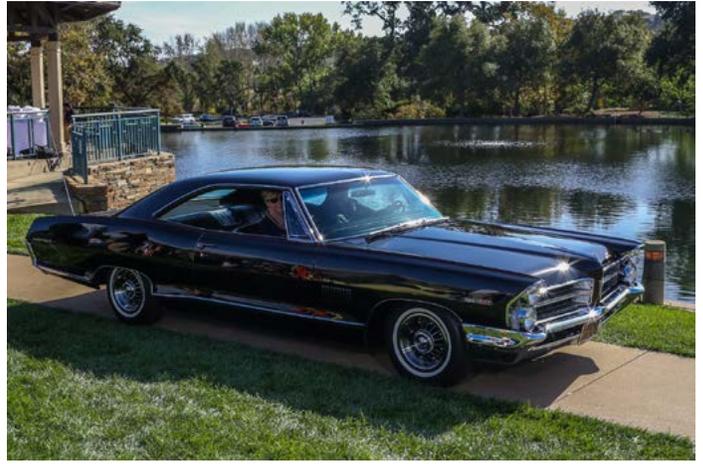
— 2015 —

GEORGE A. MOORE MEMORIAL AWARD



1956 Cadillac El Dorado
Richard Colombero of Sacramento, California

MEGUIARS BEST FINISH AWARD



1965 Pontiac Catalina 2+2
Ron & Willa Berglund of Fresno, California

HONORARY JUDGES AWARD



1960 Cadillac El Dorado Seville
James Newberry of Roseville, California

MOST ELEGANT MOTOR CAR AWARD



1934 Cadillac V-16 Convertible Coupe
Ken Gimelli of Santa Cruz, California

NIELLO CONCOURS at SERRANO

OUTSTANDING CADILLAC AWARD



1949 Cadillac 6107
Marshall & Nancy Kraus of Sacramento, California

RICHARD NIELLO, SR. AWARD FOR OUTSTANDING PORSCHE



1967 Porsche 911
Mark York of Gold River, California

OUTSTANDING FERRARI AWARD



1965 Ferrari 500 Superfast
Phil White of Portola Valley, California

2015 SCCA CHAMPIONSHIP AWARD



1934 Packard 1104 Sport 8 Dual Cowl Sport Phaeton
Larry Nannini of Pine Grove, California

CLASS AWARDS — 2015 —

CLASS C6 CADILLAC 1960 TO 1974



1960 Cadillac El Dorado Seville
James Newberry
Roseville, California

CLASS F3 FERRARI 1975 TO 1991



1987 Ferrari Testarossa
Brian Whitmore
Rocklin, California

CLASS C3 CLASSIC CADILLAC



1941 Cadillac Convertible
Marshall & Nancy Kraus of Sacramento,
California

CLASS C8 ALLANTE'



1990 Cadillac Allante'
Alan O. Johnson
Sacramento, California

CLASS F4 FERRARI 1992 TO PRESENT



2004 Ferrari Challenge Stradale
Lance Suder
El Dorado Hills, California

CLASS C4 CADILLAC V12 & V16



1934 Cadillac 452 D
James & Dawn Gately of Sacramento,
California

CLASS CL LAsALLE



1934 LaSalle Series 350 Convertible Coupe
Ben Solomon
Incline Village, Nevada

CLASS A THE CLASSICS



**1934 Packard 1104 Sport 8 Dual Cowl
Sport Phaeton**
Larry Nannini of Pine Grove, California

CLASS C5 CADILLAC 1949 TO 1959



1949 Cadillac 6107
Marshall & Nancy Kraus
Sacramento, California

CLASS F2 FERRARI TO 1974



1965 Ferrari 500 Superfast
Phil White
Portola Valley, CA

CLASS COO CUSTOM ONE OFF



1966 Lincoln Town Car Batmobile
Bob Goldsand
El Dorado Hills, California

CLASS DP
I PANTERA STOCK



1972 De Tomaso Pantera
Thomas Galli
San Rafael, California

CLASS M
ANTIQUE



1902 Prescott Style Ten
Gary Lucus
Tiburon, California

CLASS Q
EXOTICS



2015 Lamborghini Huracan
Ron Ray
Sebastopol, California

CLASS DP₂
PANTERA MODIFIED



1974 De Tomaso Pantera
Jeff Budelli
Folsom, California

CLASS N
VINTAGE TO 1948



1948 Diamond T 201 Pickup
Michael Leonard
Lockeford, California

CLASS T
AMERICAN SPORTS CARS



1966 Cobra 427 Roadster
Brendan Finn
San Anselmo, California

CLASS E
PRESERVATION



1952 Chrysler Windsor Deluxe Newport
Rita & Gabe Neola
Elk Grove, California

CLASS P
AMERICAN 1949 TO 1969



1957 Chevrolet Bel Air
Dennis & Laurie Neal
Roseville, California

CLASS U
FOREIGN SPORTS CARS TO 1956



1953 MG TD
Thomas Dunham
San Martin, California

CLASS F
MUSCLE CARS



1970 Chevrolet Camaro Z/28
Richard Gautier
Elk Grove, California

CLASS PL
AMERICAN LUXURY 1949 TO 1969



1957 Ford 500 Skyliner
Bob Tiffin
Red Bay, Alabama

CLASS VRC
VINTAGE RACE CARS



1955 OSCA MT4
Jon & Jan Grosseto
Sonora, California

CLASS W
FOREIGN SPORTS CARS OVER \$5K



1967 Porsche 911
Mark York of Gold River, California

CLASS WB
WOOD BODIED CARS



1929 Rolls-Royce 20 HP
John Carey of San Jose, California

CLASS Y
FOREIGN PASSENGER CARS – 1957 TO
1979 UNDER \$6K



1954 Volkswagen Deluxe Microbus
Eric Henrikson of Folsom, California

CLASS Z
FOREIGN PASSENGER CARS 1957 TO
1979 OVER \$6K



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

CLASS AWARDS — 2015 —



On the Green TODAY

Michael Ingegno is very proud of the fact that his 1959 Alfa Romeo Giulietta Spider Veloce has extensive race history by very successful SCCA racer Nadeen Brengle. She campaigned in the car throughout the West Coast in the early 1960's during a time when it was rare to have a woman do so.

In the Brengle family both mom and dad raced, but Mom was faster than Dad, who stopped racing in order to support his wife on the track. She became the first woman to qualify on pole position in an SCCA sports car racing runoff all while being a San Diego housewife who raised five boys.

Having just completed a full bare metal restoration, with a comprehensive mechanical rebuild, Ingegno's car looks brand new, but you can still hear the stories of the lady who raced it. Visit Michael and the Alfa on the green today at the Niello Concours at Serrano.

1959 ALFA ROMEO GIULIETTA SPIDER VELOCE

*Owned by Michael Ingegno
of Oakland, California*





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Official government fuel consumption figures in mpg (litres per 100km) for the Aston Martin Rapide S: urban 13.2 (21.4); extra-urban 28.0 (10.1); combined 19.9 (14.3). CO2 emissions 332 g/km. The mpg/fuel economy figures quoted are sourced from official regulated test results obtained through laboratory testing. They are for comparability purposes only and may not reflect your real driving experience, which may vary depending on factors including road conditions, weather, vehicle load, and driving style.



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