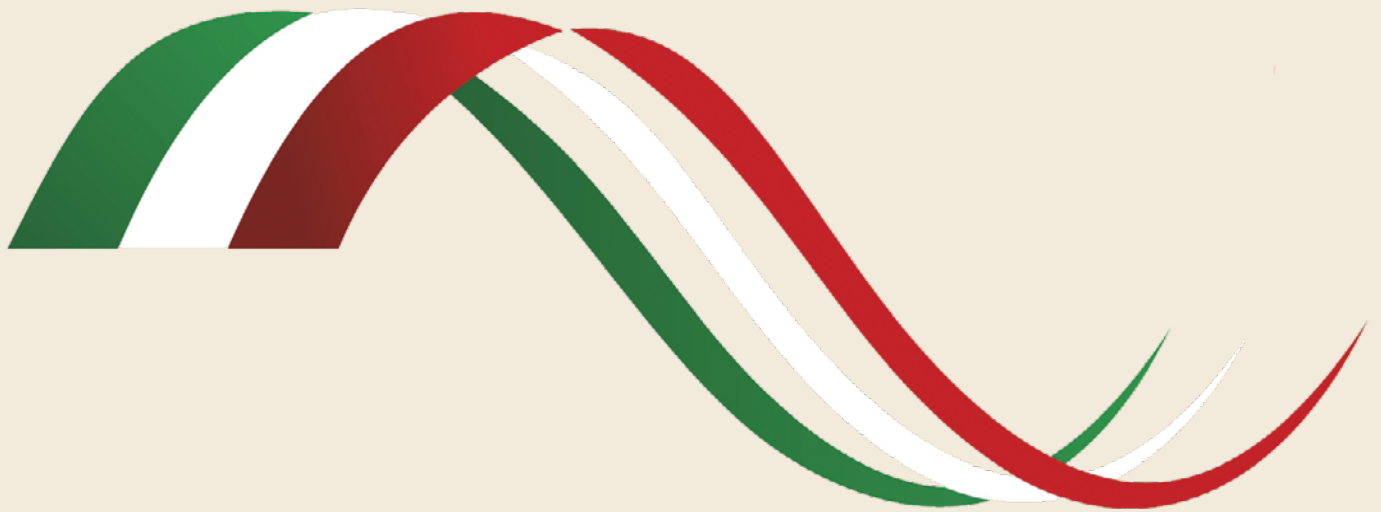


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The tradition of bringing enthusiasts together is at the core of The Niello Company. For over 96 years, we've been dedicated to providing the best automobiles and exceptional service to Northern California. **Each brand we represent is an extension of our commitment to excellence.** It's this passion and vision that keeps the tradition going.



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WELCOME

FROM BRIAN & MICHELE MOORE



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

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

As you enjoy the event today you will most likely come in contact with one of our children, who from day one of this concours journey, have volunteered their time to make this event what it has become. We are so proud of you Brandon, Katelyn, Addison, Brookes and McKinley for all of your enthusiastic efforts to help us, not only on event day, but throughout the year. We look forward to getting our grandson, Jack, involved soon!

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.

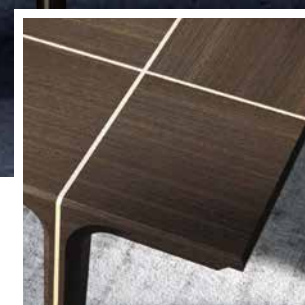
We understand that the premise of a Concours is celebrating the motor car. But with this event we feel that it is really about the people that we meet and get to know along the way. Realizing how the automobile is such a huge part of people's lives; such as memories of a car in their past as they grew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

Sincerely,

Brian & Michele Moore

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 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



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Michele Moore

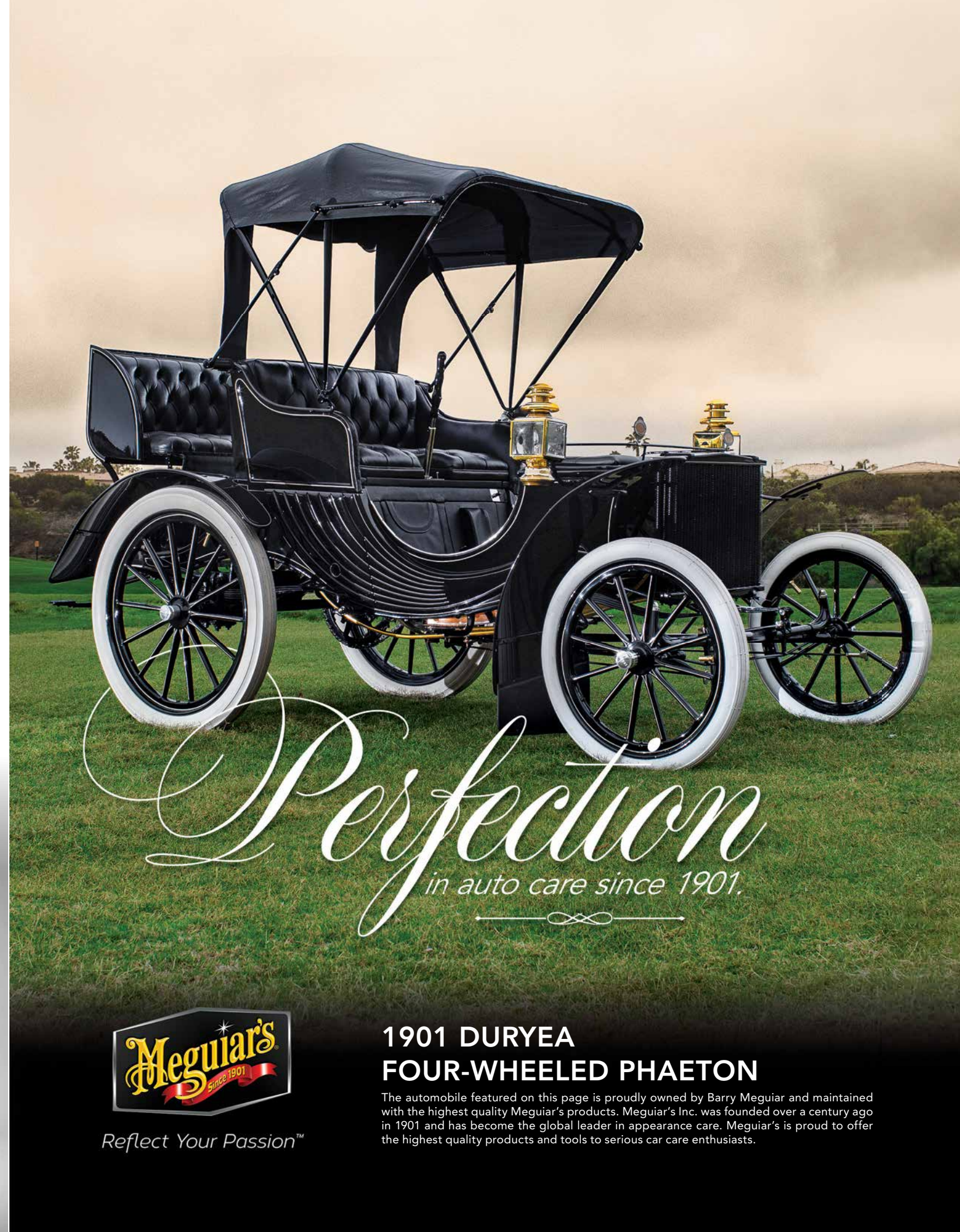
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WELCOME FROM RICK NIELLO



Now in its fifteenth year, the Niello Concours at Serrano features one of the area's most rare and exquisite collections of vintage automobiles set against the stunning backdrop of the rolling foothills of El Dorado County. This occasion offers an exclusive opportunity to celebrate the best of automotive design and innovation as well as the camaraderie of fellow collectors, enthusiasts and friends in an intimate setting. I am delighted to welcome everyone to this wonderful event and I hope you enjoy the day, whether you are old friends of the Niello Concours at Serrano or attending for the first time.

This year we highlight and celebrate the Italian Marques, which to me, are some of the finest automobiles in the world. With a striking combination of both style and grace, they are true engineering masterpieces on the road. The Niello Company is proud to offer two of the finest Italian automotive brands to the Northern California region; Alfa Romeo and Maserati. As you meander the green today, be sure to visit our display on the patio to see the newest offerings from these two brands.

Today on the grounds, we offer a multitude of automotive opportunities for you to experience. Near the covered bridge, Niello BMW will be offering a Ride & Drive Experience featuring the completely new, BMW X2. Niello Volvo Cars Sacramento, in a national partnership with Alex's Lemonade Stand, will be offering

guests an intimate look at their newest mid-size SUV the XC40 while serving drinks from an old-fashioned lemonade stand benefiting an incredible cause. And last, The Niello Company is proud to display on the green today four motorcars from our classic collection; a 1961 Jaguar E-Type, 1935 Packard Senior Convertible Sedan, 1937 Packard 115C, and a 1970 Volkswagen Karmann Ghia Convertible.

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

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

Best regards,

Rick Niello
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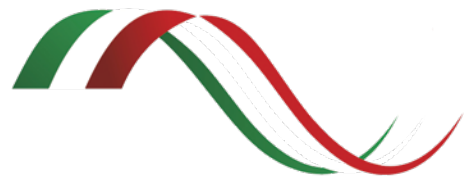


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WELCOME



FROM BILL PARKER



Serrano is proud to host the Niello Concours at Serrano for its 15th year, and I want to personally thank you for coming out to enjoy the event and our community.

The Niello Concours offers an exquisite array of automobiles presented by car owners and the Niello Company, as well as live music, fashion, local cuisine, fine wines and entertainment on the Village Green at Serrano.

For the past fifteen years, Serrano and the Concours have remained dedicated to providing residents of Serrano, and those who have traveled here to visit our pristine community, nothing but the highest standards of excellence.

Welcome to Serrano. Please enjoy this outstanding event.

Sincerely,

Bill Parker
President, Parker Development Company

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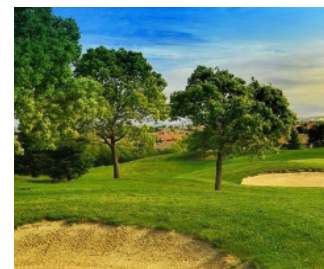
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Why Italy?

UNDERSTANDING THE ITALIAN MYSTIQUE

BY JUDY BRAVO

Possessing a passion for motor vehicles is not an uncommon human condition. Admittedly, it was one in greater abundance during the twentieth century when creativity in automotive design ran rampant in the western world. Both in the past and in the present, nowhere is the passion for vehicles that can go very fast and, yet, are very beautiful more prevalent than in Italy. “Why Italy?” ask the nouveau auto enthusiasts when realizing how many exciting marques have originated in the “boot country” during the last hundred years. Interesting also is that these gorgeous vehicles come with lyrical names that seem to replicate their throaty engine sounds (Fer-r-ra-ri, Maser-r-r-ra-ti, Lam-bor-gin-n-ni).

For this writer, the answer to the question posed by auto

enthusiasts is akin to the one offered for “why was Italy the cradle for the Renaissance?” The thirteenth century was a time of peace in Italy in which commerce, industry and agriculture flourished as never before, paving the way for the Renaissance to happen. The country was the origin of the titanic movement in Europe during the fourteenth & fifteenth centuries that restored to light the arts as well as the sciences and mathematics that were displaced during those dark, long Middle Ages.

Galileo Galilei, the famous Florentine, who Stephan Hawking says was responsible for the birth of modern science, could have explained Italy’s phenomenal contributions to the Renaissance movement easily. The scholar, who invented the fields of both experimental

physics and astronomy, would probably state that the stars in the heavens were in the proper position for such successes. Galileo realized that Italy was able to offer conditions where seeking knowledge could flourish due to its being blessed with a climate, a terrain and a locale where survival could come easily. Italian energy was not depleted by procuring enough to eat and in making sufficient shelter in this veritable Garden of Eden where fawns leapt over grapevines. Instead of scratching out a living, this populace could scratch out notes of music.

Galileo may have invented physics and astronomy, but his own father Vincenzo Gallilei attended the birth of opera as a member of an elite group of Florentines who called themselves “the Camerata” and gathered at one another’s

homes to discuss both vocal and dramatic arts. The natural offspring was opera, the name being Italian for “work”. The Galilei family certainly embodied the passionate interest in both the arts and science that consumed their country. Indeed, it is in combining these two areas of studies in which Italians excel. From the completion of Brunelleschi’s dome in Florence in 1436 to the outrageous modern furniture of today, Italians have been fascinated by the results obtained when art is combined with science to make great design.

What are those fantastic Italian automobile marques but the marriage of art and science? Whether the mating is a match made in Heaven or in Hell is the fodder for yet another question that can only be answered by the owners of those gorgeous automobiles. In the meanwhile, viva Italia!

THE BEGINNINGS OF THE *Italian Marques*

By VIC STEWART

An historic artificer is usually not considered in the genera of Italian automakers the likes of Fiat, Alfa Romeo, Lamborghini, Lancia, Maserati or Ferrari, builders of the fastest racing cars in the world at the time of their building. Perhaps this one might. Leonardo Da Vinci was considered a recluse, a man adroitly engaging many disciplines, artist; engineer, inventor and made detailed sketches and drawings of his observations of nature and his many inventions conceived as solutions to situations he was confronted with during the times in which he lived. Other inventions were related to war constructed as a service to a ruling monarch. Much of what he wrote describing his sketches and drawings was purposely recorded backward, a code to deter decipher. His quantity of work was compiled in numerous volumes called simply, *Codex*. An entry examined centuries after Da Vinci recorded it appeared to describe a car he had conceptualized in 1496 A.D. In all probability it wasn't constructed during his lifetime. The Codex entry was examined by a team of scholars, engineers and craftsmen assembled at the Institute and Museum in Florence, Italy in 1992 (a time vastly different from Da Vinci's 1496). It was assiduously pondered for a considerable time leading to the generation of a digital model of what seemed to be described. The team concluded it to be a car that could move under its own power - an auto-mobile. Information taken from Da Vinci's sketches and the digital model contributed to success in crafting a functioning vehicle. The strange contraption in its full form was a car of 5 feet 6 inches in length, a little over four feet wide and powered by a complicated engine made of springs and mechanical gearings. The team computed the length of travel the car was capable of covering with each winding of the engine-springs to be a modest 130 feet. It also speculated that having a man on board during a test drive would create a situation far too dangerous to risk life & limb - a ride from 0 to whatever in? Thus, by constructing a one third scale model or robot its operation could be tested without risk of injury. What was the outcome of the endeavor? The sketches and drawings contained in the *Codex* did function as a car; an auto-mobile. As the car might travel a distance of 130 feet with each springs-winding only to be wound again and again to provide for a man's journey he might describe the process as a "steady-by jerks" ride. The Da Vinci car was recently displayed in an exhibit presented briefly at an air museum on the grounds of the former McClellan Air Force Base in Sacramento, California.

Leonardo da Vinci of Tuscany, Italy made sketches and drew plans for the world's first car he conceptualized in 1496.

A COMING OF AGE - PLAYERS



A company called FIAT was founded in 1899. It produced a beautiful car called the Fiat 3½ CV. This car is said to have achieved a speed of twenty-two miles per hour. Being equipped with a 769 cc, 4.2 hp, two cylinder engine the car got twenty-nine miles per gallon

A company called LANCIA was founded in 1906 by Vincenzo Lancia and Claudio Fogolin. Both had been race car drivers for Fiat. The first car produced was their Tipo 51 made in 1907. It had a 58 hp 4 cylinder engine.



ALFA ROMEO was founded in 1910 by Alexandre Darracq in Milan, Italy. In 1914 the quintessential engineering innovation - dual over head camshafts - was used with a four cylinder motor, GP1914 (designed for use in a Grand Prix car) actuated 4 valves per cylinder. The engine's twin ignition system improved performance.

MASERATI brothers, Carlo, Bindo, Alfieri, Mario, Etori & Ernesto were, early on, smitten by race cars and racing. They played key roles in establishing a company to bear the name Maserati in 1914 in Bologna. Sometime prior to 1926 Alfieri, Bindo and Ernesto built a 2 litre race car of Grand Prix quality for a company named Diatto. After that stint they formed their own



company building race-cars and beginning the use of the moniker Maserati. Mario designed the famous emblem for their marque, a vertically oriented oval containing a red trident over on a divided field of white above blue. Maserati employed engineers Giulio Alfieri, Vittorio Bellentani, Gioacchino Colombo and Alberto Massimino who had served as a designer for Fiat, Ferrari and Alfa Romero. The brothers Maserati sold their stock to the Orsi family in 1937. Then, they formed O.S.C.A., and produced racing projects such as the 4CLT, A6, 8CLT and the highly successful A6GCM. An 8CTF won the Indianapolis 500 in 1939; again in 1940. After a remarkable series of racing wins in the 1950's with their 200S, the 300S and the Tipo 61 the brothers Maserati retired from racing but remained involved in the production of Maserati cars. The company however was acquired in 1993 by Fiat which in turn sold fifty percent of the company to Ferrari in 1997. In 1999, Ferrari took full control of the company and produced the Fiat Maserati, a two-door coupe was equipped with an impressive twin-turbocharged 3.2 litre V8, said capable of an acceleration of 0-60 in under-five seconds and top speed of 177 miles per hour. One of the latest Maserati to be produced is the MC12GT, equipped with a Ferrari-Enzo chassis and engine; a Quattroporte 4.2i V8.



The lifetime of Enzo FERRARI is exemplified by a prancing-horse, the rearing one with tail defiantly raised, featured in black on a shield-shaped field of canary-yellow trimmed in black. This configuration forms a logo that identifies his Ferrari Rosso Corsa race cars to the world. He first worked as a test-driver in Turin, in 1918, and as a test and racing driver in Milan in 1920 with Alfa Romeo and later as Director of Alfa Racing Division. Enzo was instrumental in founding the racing-team Scuderia Ferrari for Alfa Romeo in 1929. The first Ferrari race car, the Ferrari 125S, was equipped with a 1.5 litre V12 engine. It was built in 1946, debuted in 1947. A Ferrari was driven to wins in over 5000 races from 1947-1988

throughout the world including the Ferrari win in 1949 in the 24 Hours of Le Mans. Scuderia Ferrari joined Formula One World Championship in 1950. Beginning in 1973, it began concentrating on Formula One race-cars.

In 1963 Ferruccio LAMBORGHINI owned one of Enzo Ferrari's race cars, a 250 GT, which he raced. He found the clutch not to his liking and complained. Enzo, informed, brushed-off the criticism; highly miffing Lamborghini. He became determined to 'best' Ferrari at his own game and set-out to build his own race car, one that would have a clutch he would like.



Lamborghini set for himself a criterion that his car must be able to reach 150 miles per hour on the Autostrada del Sol. To achieve his goal he put into effect a convoluted scheme, describing it thusly, "I never invented anything". "Which is the best?" Another aspect of the scheme was, "A 12 (cylinder engine) of Ferrari" and, "The twin cams on the 4 cylinder Alfa Romero". Lamborghini designed his famous cylinder-head which he named Testa d' Oro because it was made of bronze, a yellowish, golden-colored metal. Finally he utilized (copied) a 500 cc side-mounted Fiat 500 engine, enlarged it to 750 cc and added his own over-head-valve, 4 cams Testa d' Oro cylinder-head. Summing it up he remarked, "So, that was enough for me to make the most beautiful motor in the world". The Lamborghini 350GTV is one of the most beautiful race-car in the world. The car met his speed specs by exceeding 150 mph on the Autostrada del Sol.

In contemplation of the car's invention and development one acknowledges that the car provides for mankind a welcomed relief to the drudgery of walking. Also, ushered in with it came the phenomenon that is at once a source of fear or if indulged, one of pleasure and excitement - Speed.

The History Behind the Marque



“The story of the prancing horse is simple and fascinating. The horse was painted on the fuselage of the fighter plane flown by Francesco Baracca, a heroic Italian pilot who died on Mount Montello: the Italian ace of aces of the First World War. In 1923, when I won the first Savio circuit, which was run in Ravenna, I met Count Enrico Baracca, the pilot’s father, and subsequently his mother, Countess Paolina. One day she said to me, ‘Ferrari, why don’t you put my son’s prancing horse on your cars; it would bring you luck.’ I still have Baracca’s photograph with the dedication by his parents, in which they entrusted the emblem to me. The horse was black and has remained so; I added the canary yellow background because it is the colour of Modena.”
— Enzo Ferrari



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Glen Cramer was raised by his grandparents, who were simple people with Midwest values. His grandmother was also a very supportive woman and she knew Glen had always dreamed of owning a Ferrari, so she had a plaque made for his bedroom door with his name on it, alongside a Ferrari.

The white Ferrari Testarossa in the television show *Miami Vice* was the epitome of an exotic car, and as a teenager, Glen had a poster of it in his bedroom, his dream to own a Ferrari became a bit more specific. The Testarossa received its name from the legendary Testa Rossa racing car and was designed by Pininfarina; the V-12 engine was derived from the Berlinetta Boxer. Contrasting previous Ferraris, it had a wild design and went on to become an icon of 1980’s style and excess.

Glen worked hard and his dreams became realities, owning fourteen various Ferrari models through the years, but the Testarossa always eluded him... until the spring of 2018. Glen spotted a Testarossa for sale on the internet, from a collection in southern California; it was finished in the rare Bianco (White), similar to the one in Miami Vice. He purchased it and had it serviced by Salerno Motorsports and Brian D. Moore Restorations.

Glen’s Testarossa made an appearance at the 2018 Concorso Italiano and is on the green today at the 2018 Niello Concours at Serrano. Stop by and see the man and his car with the custom plates aptly named “Exsess.”

ON THE GREEN

Today

1989 FERRARI TESTAROSSA

Owned by Glen Cramer of Sloughhouse, California



NIELLO
CONCOURS AT SERRANO

ENZO'S Ferrari

PASSION

By Frank X. Weismantel

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

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

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

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

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

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

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

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

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

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

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

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

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





Luigi Chinetti (second from right)

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

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

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

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

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

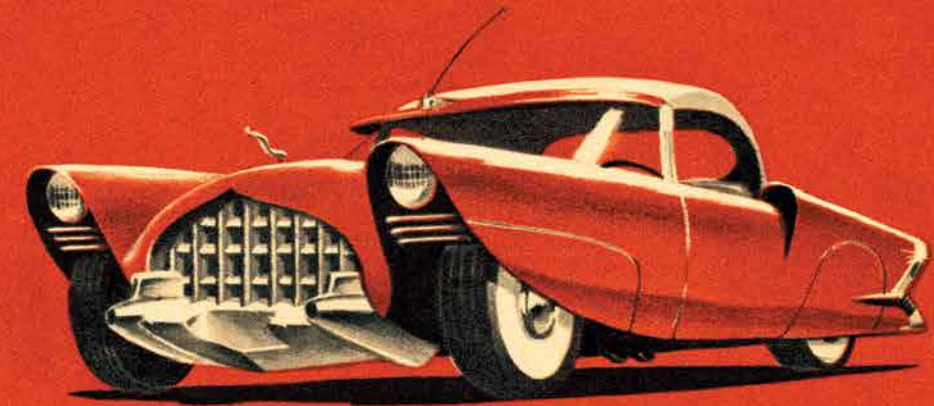
Today, Ferrari remains the unrivaled champion of Formula 1 racing with many records that will likely never be broken. They also remain unequaled in the quality, performance and desirability of their automobiles throughout the world. Ferrari remains the king of all sporting automobiles. They accomplished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

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

FERRARI: The legend lives. •

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The History Behind the Marque



Mario, the only son in the Maserati family not involved in racing but the arts instead, is credited with designing the marque's logo, the trident symbol. He was inspired by the statute of Neptune wielding a tri-pronged spear in the eponymous piazza Nettuno in Bologna, Italy, where the brand was founded. Mario capitalized on the landmark's popularity to promote his families marque.

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LA STORIA DELLE OFFICINE MASERATI

THE STORY OF MASERATI

By MARIO BIUNDO

For a moment, imagine six young brothers living in Voghera, Italy with five of them displaying, at times, visible and noticeable passion to be involved in all things that moved. You can likely empathize with Carolina and Rodolfo, their extremely busy parents. Now, take five young boys who emerge through teenage years as engineering, design, construction and racing protégé's. What follows is a historic evolution. Let me introduce to you, Carlo, Bindo, Alfieri, Mario, Ettore and Ernesto Maserati, the founding brothers of Officine Alfieri Maserati di Bolgna, Italia and the historic story of Maserati.

The beginning started in 1914 when five Maserati brothers worked on privateer's cars to support a racing habit for their middle brother Alfieri. A very successful racing career for Alfieri ensued with all brothers participating in the support of the Maserati family dream, to one day, own their own company. The opportunity came to brother Alfieri in 1924 and Officini Alfieri Maserati di Bologna, Italia was born. Mario, the only brother not to be in racing, but rather art, is credited for designing the Maserati company trademark, the trident, which was borrowed from the statute of the Neptune in the square of the same name in Bologna, Italy.

Timing for Alfieri's newly formed company was impeccable and a rally to pull his sibling brothers together and build their very own race car in 1926 became reality. The Maserati Tipo 26 was the first official car built under their name and success was instant. The Tipo 26 won its very first race at the historical Targa Florio with Alfieri as the driver. The prestigious constructor's world championship followed along with new world speed records which catapulted the name Maserati into a racing icon. Multiple race wins followed from Europe and the USA along with innovative chassis designs and engine configurations that left other teams stumped. Maserati dominated the topic of conversations throughout the automotive world adding to the brands cache'. Maserati was destined to be a name never forgotten.

Then abruptly in 1932, Alfieri passed away leaving a void in the

Maserati Company and opening opportunity for Mercedes-Benz and Auto Union to enter the world racing scene with significant assaults making it difficult for Maserati to win and remain in the more important races. In spite of this, the remaining Maserati brothers banded together and focused efforts on winning races at the national level but eventually turned their company over to a wealthy Modenese family, the Orsi's. This move in 1937 allowed the company to relocate factory operations to its current location in downtown Modena and ease the economic hurdles the company endured.

With a new ingestion of capital, Maserati quickly entered and won the significant Indianapolis 500 in the United States in 1939 and repeated in 1940 until Alfa Romeo and Ferrari manufacturers entered racing in the same period making it more difficult to produce consistent wins over the ensuing years. Historic driver Juan Manuel Fangio won the last world championship (the 5th) for Maserati in 1957 and then announced its retirement from racing to focus on supplying technology to other teams insistent on their help.

After exiting racing, the company's vision changed and in 1958 Maserati built their first street production car, the 3500 GT, a gorgeous two door gran touring coupe. Later came the Sebring, the Mistral and the more famous Maserati Quattroporte in 1963. Becoming famous for racing cars appeared to be a cinch compared to what would lay ahead starting with the first of many ownership transitions beginning with French Citroen in 1968. The alliance produced the Bora, Merak, Ghibli and Maserati Quattroporte II until 1973 when Citroen went into liquidation forcing a newly formed government agency to keep the Maserati Company alive. Two years later in August 1975 the brand was purchased by the well known Italian company Benelli along with well known racing driver Alessandro De Tomaso as managing director. The company launched new models in 1976, the Kyalami and Quattroporte III which were impressive cars for their time. Although met with many difficulties, Maserati increased output significantly by the end of the year and showed some signs of viability.



The 1980's continued to be challenging for the company after introducing the Bi-Turbo. Plans called for a relatively low price car in 30 different configurations attempting to attract a new buyer segment but the idea flopped. Although performance was exceptional, the car was met with quality issues that stifled the manufacturer's progress especially in the much needed U.S. market that accounted for the majority of Maserati's sales. Maserati left the U.S. market shortly after the Bi-Turbo's demise only to return and then leave again after joint venture with Chrysler producing the TC in 1993 failed.

A new turning point came in the same year, 1993, when the company's entire capital and shares were acquired by the Fiat group and then in 1997, the company was sold to Ferrari. This purchase joined two automotive greats and leveraged years of history to produce automotive masterpieces that would follow in the years to come.

Ferrari's influence began right away with the modernization of Maserati's downtown Modena plant which was completed in 2000. The plant mimicked Ferrari's and produced the first modern day Maserati, the 3200 GT which made its world debut at the Paris motor show two years prior. The Maserati 3200 GT's soul, the engine, was Ferrari built along with the transmission and technology coming directly from Ferrari's F-1 racing team. The 3200 GT or commonly known here in the U.S. as the Cambio Corsa Coupe' evolved into a Spyder and later Gran Sport version in 2005. All variations of the model pushed Maserati back into the automotive production forefront and allowed expansion of the company never seen before.

Maserati, now the strongest it has ever been introduced the MC-12 and Trofeo racing program in 2003 which competed in the FIA-CT, ALMS series, Italian GT and Grand-AM series in Europe. They also introduced the Maserati Quattroporte in 2004 releasing the car to the world in 2005. Gaining market share from other European manufactures was easy since never before have people seen such a gorgeous, sporty and convincing Ferrari derived four door.

In 2005 Ferrari sold Maserati back to Fiat where historical achievement continues with the unveiling of the Maserati Gran Turismo in 2008 with again, Ferrari engine packages and transmissions to suit any taste. In 2014 Maserati celebrated its Centennial Anniversary. One-hundred years of the marque, quite an accomplishment. The brand continues to innovate thanks to the launch of Levante, the Maserati of SUVs and the presentation of the restyled GranTurismo and GranCabrio at the Goodwood Festival of Speed in 2017.

Many car makers can look back at history and see success built over years of trial and error. Some fade away never to be seen again. Maserati nearly faded away only to be resurrected by people who never gave up on the soul of a company that was started by six brothers. As automotive enthusiasts we can all appreciate the passion, dedication and innovation that were required by Maserati to reach the level of success achieved today. We can be certain that Maserati is here to stay and is, authentically Italian.



THEY ARE SIMPLY,

Italian

BY: FRANK X. WEISMANTEL

Funny how when we're driving down the road, surrounded by thousands of other cars, that we barely see any of them except as "traffic" in the daily grind. The funny part is how all that changes in a split-second when we hear the unmistakable, banshee wail of a V-12 engine, popping between shifts. Nothing gains the attention of the bored to tears driver more than that sound. The sound is soon followed by darting glances all around, followed by the longing stare when that beautiful and sensual Ferrari, Maserati, Bugatti, or other Italian supercar is spotted. It's also funny how one glance finds almost any driver making a split-second, completely correct identification. No one ever mistakes a Ferrari for a Mercedes, BMW, Ford or Corvette. Same goes for any of the Italian brands - they are instantly recognizable.

So, how did this happen? How is it that an Italian automobile (and so few others) stands out so well for so many folks who usually don't give a hoot about cars in general? The answer is simple. They inspire us with passion, longing, and a smack-upside-the-head with brutal sensuality. They are simply, Italian.

Also, they are completely different from the status quo in both design and intention.

Today, many of our automobiles have derivative designs and a considerable amount are modeled after the Millennium Falcon. They are nothing more than anger and angles and while they most definitely look "cool" and are pretty, darn "rad," they have little or no sensuality and don't strike our souls. They're unquestionably desirable but they no longer stand out from each other. Most people cannot tell a Hyundai Sonata from a KIA Optima. They are literally the same car and are even likely to have the same engine. The same thing goes for the Ford Fusion vs. the Kia or the Sonata. Ford also offers the Lincoln MKZ, that is often mistaken for the Fusion, since both are built on the same platform, and the MKZ simply has a different grille and tail light treatment. Other than that, they're hard to tell apart.

That having been said, when have any of us ever said, "That Maserati looks just like the Ferrari so and so!" However, we frequently say, that Maserati looks a lot like the Gran Turismo or it resembles the Quattroporte.

Same thing for Ferrari and Lamborghini - the brands are completely unique and differentiated from each other. Also, they have evolved over decades, while staying true to their "roots" and making sure that they do not resemble ANYTHING built by ANYONE else. They also stay true to the roots of offering mostly sensual curves and world-leading performance... note, not class-leading performance, but world-leading performance. The Italians have set the bar high and are not slaves to demographics and "making the numbers."

They are also not slaves to the maxim of "Form Follows Function." What a gauche and unforgivable sin for the Italian design houses - form is the whole idea for the designers at Pininfarina, Giugiaro and all the other Italian automotive design houses. They are the Guccis, Tom Fords, and Ralph Laurens of the automotive world and provide design assistance to all the Italian manufacturers. Incidentally, they also offer their services to the rest of the world, however, it seems as if they're "hand-cuffed" while doing their designs for the Americans, Japanese and Koreans. It's as if the non-Italian manufacturers give the design houses explicit instructions regarding cost, function, and constructability as key factors in controlling design. That is one possible explanation why our American cars, "Designed by Pininfarina," don't look anything like a Ferrari, Lamborghini, Maserati or Alfa Romeo. The Italian manufacturers get it right and that's why they lead the world in desirability.

Having said all that, more than any other single characteristic, the Italian manufacturers have the strength of their convictions. That is to say...they "care not a whoop in hades" what all the

other manufacturers in the world are doing. They work on their own designs and start with what many consider to be an almost perfect form. Once they get to that point, they start making the most modest modifications possible to their design in order to accommodate the necessities of constructability, cost (yeah, sure, as if any of the Italian manufacturers worry about the price of their products), and comfort (ha - one thing every Italian car owner learns to live without is comfort). Race cars are built to win races, not provide a comfortable drive. Sorry, but to go that fast, you are going to be sore after that drive. And, if you purchased a car designed to be a grand touring vehicle, don't think you're going to run head to head with "a La Ferrari." Not only will it not happen, Ferrari would never allow it to happen. Their cars are purpose built and they expect us to use them for their intended purpose. Heaven help us if we complain to Mr. Ferrari that his beautiful Ferrari California was not victorious at Laguna Seca against a fleet of F-40s, Lamborghini Aventadors, or Corvette Z-06s. We'd receive a tongue-lashing, the likes of which few mortals are likely to endure.

The price of entry is high for the Italian super cars. The price is not only in dollars (or Lira); there is a definite price to be paid through endurance, especially enduring dozens of daily questions, comments and cracks...kind of like being married to the most beautiful woman on earth. I guess that's the price we pay for driving the most beautiful and desirable automobiles on this or any other planet. The good news is that monogamy is not encouraged in vehicle ownership! Who wouldn't love to have a harem of Italian beauties?



The History Behind the Marquee



The Alfa Romeo badge is derived from the coat of arms of the city of Milano - where the company was founded over a hundred years ago. When the fledgling "Anonima Lombarda Fabbrica Automobili" A.L.F.A. car company was searching for an emblem to use on their first car the idea to use famous city symbols came to a young designer from the technical office, who noticed the serpent on the Filarete Tower while he was waiting for a tram in Piazza Castello. The company then simply chose a blue metallic circle with the words ALFA at the top, and the word MILANO at the bottom separated by two Savoy dynasty knots. These represented the two royal families of Milan at the time. Amazingly, in 1932, the French importer

for Alfa Romeo persuaded the company to use the word 'Paris' instead of 'Milano' on all the badges of those cars headed for that country. For a short period after WW II the multicolored badge was replaced by a much simpler brass casting with the letters and figures in polished metal on a blood red enamel background. It was further simplified when the Italian monarchy was abolished and the country became a Republic. The Savoy dynasty bows were exchanged for two wavy lines, and the laurel wreath was reduced in size. The colored badge was, however, soon restored; first in cloisonné and later in plastic. The latest changes made to this famous car emblem occurred in 1972 when a factory was opened in Naples. Not wishing to upset the Neapolitan workforce the 'MILANO' was quickly deleted, along with the two wavy lines, and the hyphen between the words, ALFA and ROMEO. Brand evolution continued when the laurel wreath was reduced to little more than edge filigree.



In 1967 an Alfa Romeo played a starring role in the movie, *The Graduate*, driven by leading man Dustin Hoffman. It was immortalized by the image of Mr. Hoffman driving a Duetto across the Golden Gate Bridge to the tune of Simon and Garfunkel's *Mrs. Robinson*. To honor this appearance, Alfa Romeo introduced the Spider Graduate in 1985, and it remained in production until 1990.

The Aerodynamica or Series 3a 2.0 Alfa Spider was constructed by Carrozzeria Pininfarina at Grugliasco, Italy on chassis that arrived from Alfa Romeo at nearby Arese. It traveled down Pininfarina's assembly line alongside the inimitable Ferrari Testarossa. Martha Roten's unrestored, well-preserved example on the green today is one of less than 300 Graduate models produced in 1988 for the USA.

Although it was inspired by a Hollywood movie, the Graduate was marketed as a no-frills Alfa. It had the same engine and transmission as the Quadrifoglio and Veloce but lacked the luxury features of those models. Air conditioning and dealer-installed radios were normally the only options, although Mrs. Roten's happens to be equipped with Alfa's Campagnolo alloy wheels.

The Graduate Alfa remains a collector's item, the movie made it a star. Come by and see what we mean as you visit this car and its owner today at the 2018 Niello Concours at Serrano.

ON THE GREEN

Today

1988 ALFA ROMEO SPIDER GRADUATE

Owned by Martha Roten of El Dorado Hills, California



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THE JOURNEY OF ALFA

BY JUDY BRAVO



In 1995, the fabled Italian automobile manufacturer Alfa Romeo ceased exportation of its vehicles to the United States. Many of the members of its American coterie were greatly upset by the news; then in 2006, the marque's centennial anniversary, loyal fans rejoiced when Sergio Marchionne, CEO of the parent company FIAT, announced that Alfa was ready to re-enter this country's auto arena with the new 8C Competizione, real soon. Soon enough for the firm to begin collecting a quarter million in American dollars from each prospective buyer of the 8C.

Ultimately the Italian automaker received over 1,400 reservations for the 8C Spider from those potential buyers after its debut at the 2008 Geneva Auto Show. Although only 500

customers ended up with the 8C Competizione and another 500 with the 8C Spider, one truth is known, the 8C is a most impressive machine that bears the legendary Alfa Romeo name.

Well-known car designer Tom Matano, who is an Honorary Judge at the Festa Italiana today, was responsible for the FD RX 7 while he was at Mazda during 1983-2002. Now Executive Director of the School of Industrial Design at the Academy of Art University in San Francisco, Matano is so keen on the 8C that he added it to his own list of all-time favorite automobiles, in fact, there are five Alfas in his all-time top ten. During a 2008 interview, the stylist mused, "The 8C is a totally contemporary car, yet it captures the essence of all the great Alfas, especially the Tipo 33 Stradale." Alfa-buffs can talk to this cognoscenti on the green today to hear his latest views on the success of the marque.

The Alfa marque began over a century ago as a collaboration between French and Italian partners. The company was christened Societa' Anonima Italian Darragh and its founders were an aristocrat from Milan, Cavaliere Ugo Stella, and a French auto-builder, named Alexandre' Darragh. When the Frenchman and his frans departed the name became Anonima Lombarda Fabbrica Automobili or A.L.F.A. World War I brought automobile production to a screeching halt.

Enter one Nicola Romeo who converted the factory to aircraft engines, compressors, generators, and locomotives. His actions saved the company which was renamed Alfa-Romeo in 1920. Its first effort was the Torpedo 20 with 30 HP which the fledgling firm campaigned to a first-place victory at Mugello with Giuseppe Campari at the wheel. This win was followed by a second place at the famed Targa Florio by a young driver named Enzo Ferrari. It was the young Ferrari who persuaded the legendary designer Vittorio Jano to forsake FIAT for Alfa Romeo. Finally, the race was on.

Jano with his powerful yet reliable engines established the archetype for Alfas in the future. His first design was the P2 Gran Prix model which took the inaugural World Championship in 1925. Regrettably, the company still found itself bankrupt in 1928. Ferrari exited to start his own eponymous marque and Romeo was hot on his heels. Then in 1932, Mussolini's regime used the brand to emblemize Italy by producing both 2900 B type racers and luxury vehicles for the wealthy using coachwork from Pininfarina and Touring.

With no demand for luxury automobiles in postwar Europe, Alfa survived by producing smaller, mass-produced cars. Then in 1954, the Giulietta Collectione was introduced with large "berlina" sedans, coupes and two-seater roadsters. All were equipped with the classic Alfa Romeo Twin Cam engine, which remained in production until 1995, the year the marque halted its exportation to the United States.

Alfa continues their tradition of performance-oriented lines and proportions with models introduced over the last few years. The Alfa Romeo 4C, with its lightweight strength, supercar agility, and race-inspired performance, made its mark in 2015 with an aggressive stance that's owed to innovative technology and new levels of efficiency.

The 2017 Giulia models conveyed pure design without being superfluous, a reflection of the Alfa Romeo design heritage, with the focus constantly on the driver. Believing technology helps enhance performance and guarantee an exceptional driving experience Alfa looks to that relationship between driver and machine and uses that concept to form the core of every innovation.

The all-new 2018 Alfa Romeo Stelvio enters the compact-luxury SUV fray with potent power, stylish looks and made-in-Italy flair. Leveraging its heritage while looking toward the future, Alfa Romeo has created yet another masterpiece. Inspired by the immensity and grandeur of the Stelvio Pass, the dreamers of Milan, engineers of Modena and artisans of Cassino have created the optimal vehicle for those demanding the highest level of performance and utility in equal measure.

When this article was originally printed in 2009, the title was "Waiting on Alfa" and it highlighted Alfa Romeo's re-entry into the United States markets. It has been a tough journey, one Alfa acknowledges. During the 2017 Super Bowl their ad, Riding Dragons, made it clear that, after years of frustrating delays in relaunching its Italian sports-car brand in the U.S. market, Alfa is committing itself to come through on the ambitions that CEO Sergio Marchionne has been sketching for the marque for many years. Obliquely referring to the Alfa Romeo brand's own difficulty in getting back to the American market after some three decades away, the ad says, "And the ability to reinvent ourselves is the most human trait of all. All this to grow fearless so that when we got the chance, we could deliver that fine car and once again ride on the backs of dragons." We applaud Alfa Romeo for this amazing journey and their motto of "Staying true to who you are is all that really matters."

The History Behind the Marque



In 1963 Ferruccio Lamborghini founded the Lamborghini Automobili Company due to his lack of satisfaction with the Ferrari he owned. He knew he could build a better car. He used his birth sign, Taurus the bull, as a symbol for his cars. Besides Lamborghini loved bull fighting. This is shown not only by his logo but by the very names

of the cars themselves. Almost all Lamborghini car monikers have had some connection to bull fighting; be it a famous bull or a specific breed of steer. Even the name Countach has a connection to bulls being the exclamation made by its chief designer when the automobile was first fired up in his presence: "Holy bull excrement!"

As the late comedian Rodney Dangerfield used to lament about himself, the Lamborghini 400-series GT's "don't get no respect." It's not surprising that the understated GT's have always been overshadowed by their audacious siblings, the Miura and Countach. Lamborghini's GT made an impression on this car's owner, Robert Ross, long ago, though decades passed until the opportunity to acquire one afforded itself. A lengthy, diligent search around the world revealed the ideal candidate; like the girl next door, it turned up in his own Southern California backyard.

A restoration was commissioned from Lamborghini specialists Bobileff Motorcar Company, and completed in time for the 2003 Monterey show season. The car acquitted itself with trophies from Lamborghini Club America and Concorso Italiano, then was shown the following year at the Quail, a Motorsports Gathering. But apart from an occasional local outing, it hadn't been on a lawn since.

For those who may be unaware, car restorations are like the Golden Gate Bridge: by the time the work is done, it's generally time to start all over again. In the case of the 400 GT, it was time for a massage in the car spa. Realizing the need for a committed partner in the project, Robert enlisted his old friend Joseph DeMeo to undertake the formidable task of making the Lamborghini the best that it could be. Nearly a year and a half of concours ministrations in DeMeo's shop addressed each surface and system of the 400 GT.

Fresh off wins at the 2018 Hillsborough Concours, where the car was awarded Best of Show and Owner's Choice, Mr. Ross imagined the Lamborghini saying, "Sometimes, it takes a while to earn respect."

ON THE GREEN

Today

1966 LAMBORGHINI 400 GT

Owned by Robert Ross of Santa Monica, California



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Lamborghini



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

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

This isn't fantasy; it's the real story behind the start of Lamborghini automobiles. The owner, Ferruccio Lamborghini born in 1916 in a small

Italian farming village, really did love sports cars and really did get brushed off by Enzo Ferrari. Being a proper Italian man, he became incensed and decided to show the world that he could do better. In many ways, he did!

In 1963, the first prototype Lamborghini rolled out. At the Turin auto show, the new 350GTV was a hit, having a clean, new look and a powerful V-12 engine. Immediately, the world began to take notice. In 1964, the world began buying Lamborghini sports cars. At the time, sales of a few hundred cars, worldwide was more than enough to establish the Lamborghini name as a builder of fine sports cars. The best was yet to come.

In 1965 the world received the Lamborghini Miura. With a body designed by Marcello Gandini and a transversely mounted mid-engine, the Miura brought fresh design and Formula One designs to the streets. The car was a great hit and sold very well against the hated Ferrari brand.

BORN OF TRACTORS!

By: Frank X. Weismantel



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

The Countach had 2 amazing features; great power from a mid-mounted V-12 engine and an incredibly low, wide and unique body. Lamborghini abandoned the "typical" sensual Italian sports car body style based on graceful curves and a long hood. Instead, Lamborghini brought out a car that was all muscle and angles, V-12 mid-engine equipped and offered some unique style and access features. Even today, 44 years later, car customizers go to great lengths to equip their custom dream machines with copies of the Countach's swing up doors.

While Lamborghini went through bankruptcy, sales of the marquee and an interesting phase being owned by Chrysler Corporation, the mystique and uniqueness of the brand never wavered. Today, Lamborghini is a part of the Volkswagen Audi group and still offers some of the fastest, most uniquely styled and desirable cars ever made. The current Lamborghini inventory remains expensive and rare. Models available today include the "Baby Lambo" the Gallardo and the incredible Aventador, so named for offering over 700HP, all wheel drive and the mandatory swing up doors.

The names may be different but the look of both models is unmistakably evolved from the iconic Countach. And despite many business challenges, Lamborghini remains one of the best performing, most passionately desired automobiles on the planet. I guess being born of tractors isn't such a bad thing, as long as your ancestors are Italian Tractors!

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



PHOTO BY JESSE BRAVO

The 15th Annual Niello Concoors 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 "Concoors 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 Concoors Division are such that the automobiles being showed must be as they came from the factory. Any upgrade or deviation from the manufacturers original design of the automobile will result in points lost. Most entrants take great pride in keeping to this standard.

In 2008 the SCCA set in motion a new policy; there will be a championship awarded to the automobile that has the greatest number of points for the concoors season. Each automobile, upon entry into a SCCA Concoors, 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 concoors season will be declared the Concoors Champion for that year. This automobile will be exempt from ever winning the SCCA Championship Award again, but may enter in all shows and be eligible to be a class winner.

The points have been tabulated for the 2018 season by the SCCA and the award will be presented today at the Niello Concoors at Serrano.

FERNDALE CONCOORS ON MAIN

Sunday, September 8, 2019

Main Street, Ferndale
www.FerndaleConcoors.org
707.786.4477

HILLSBOROUGH CONCOORS D'ELEGANCE

Sunday, July 21, 2019

Crystal Springs Golf Course, Burlingame
www.HillsboroughConcoors.org
650.619.6186

Ed Therrien - Chief of Concoors
Butch Wright - Chief Judge
Shirley Wright - Chief of Scoring
Darren Townsley - Chief of Field
Tom Gano - Director of Marketing

Jim Perell - Director of Communications/SCCA Liaison
Dr. Shannon Davidson - Board Member at Large
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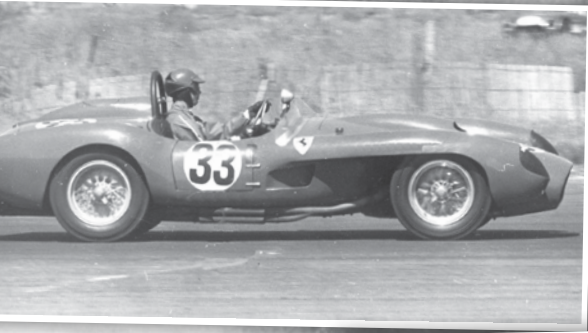
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A PASSION FOR MOTORSPORTS - THE ITALIAN RACING HERITAGE

By GARY HORSTKORTA



Ferrari 250MM
Italian sports cars, like this 1953 Ferrari MM (Mille Miglia) were not only popular in Europe but the U.S. also. Phil Hill is shown here driving one at Golden Gate Park.



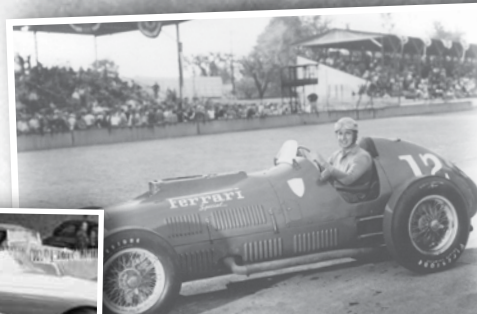
Alfetta Tipo 159
Alfa Romeo dominated Grand Prix racing in the early 1950's with this wonderful car. Shown here with 1951 World Champion, Juan Manuel Fangio at the wheel.



1930 Alfa Tipo B
Simply known as the "P3", this pre-war Grand Prix race car dominated racing and was driven by legends such as Nuvolari, Caracciola, Varza, Sommer and Dreyfus.



1950 Maserati A6 GCS
This stylish sports car was built between 1947 - 1953 and won the Italian Championship in 1948. 200 HP, 2 Liters with a top speed of 120 - 130 mph.



Ascari at Indy
World Grand Prix Champion Alberto Ascari entered the 1952 Indianapolis 500 with a car supplied by Ferrari. Unfortunately, the car only lasted 40 laps.

250 Testa Rossa
One of the most unique Ferrari sports cars, this 1957 Testa Rossa design by Scaglietti featured long "pontoon" style front fenders which gave it its distinctive shape.



Ferrari 500TRC
The 500 TRC was the second of this model series with a sleeker body style for 1957. A 500 TRC finished fourth in the 1958 Targa Florio in Sicily.



OSCA
After the Maserati Brothers sold their car company, they formed OSCA and continued to build sports cars like this beautiful 1950 MT4 of which only forty were built.

Passion - "a strong fondness or enthusiasm" or so the dictionary definition reads, however this doesn't do justice to the feelings Italians have for their automotive racing hero's. To Italians, just the mere mention of names like Varzi, Castellotti, Maglioli, Musso, Nuvolari, Ascari, Pininfarina, Vignale, Alfa Romeo, Ferrari, Siata, Lamborghini and Maserati, stirs their souls and elevates their blood pressure. This is a country where even a road race, the famed Mille Miglia or Thousand Miles, became a national holiday before its demise. Perhaps the word passion is not strong enough to describe the Italian love affair with racing.....maybe "fanatical" is more appropriate. A look back at the long history of motor racing in Europe and Italy in particular, provides some insight into how this state of mind came about.

The roots of racing in Europe began in 1903 with the first city-to-city road race from Paris to Madrid. One hundred seventy-five actual starters were sent off at intervals on May 24 and an estimated 3 MILLION people lined the next 350 miles of the race route. At the time, this was an important event for the auto manufacturers as a good performance here could boost interest in their cars. Unfortunately, the race was stopped at Bordeaux after it was reported that 12 drivers and spectators had been killed along the route, including one of the two Renault brothers. The negative publicity against road racing that followed was expected but it did not dampen the enthusiasm of this new breed of automobile drivers.

In Italy, the Paris to Madrid race captured the imagination of one young Sicilian, Vincenzo Florio. Florio had imported the first motor vehicle to Sicily just prior to the turn of the century and after losing a match race with a horse, decided he needed a real motor car. He eventually turned to a new Italian manufacturer by the name of FIAT. In 1900, FIAT produced 24 cars and Florio purchased one of these new models and immediately set about racing around the roads of Sicily with his rich friends. Fortunately, the young Florio was persuaded not to enter the Paris to Madrid race but decided on the next big event at Brescia where the young driver finished a remarkable third. He then proceeded to enter every race he could including the first French Grand Prix and the Gordon Bennett cup. At this point, he decided to organize an international race in Sicily. The outcome of his efforts was the first running of the now famous Targa Florio in 1906 which consisted of one lap of 92 miles.

The Targa Florio continued to grow in stature each year and became an important date on the international racing calendar. Top drivers with factory sponsored cars from around the world came to Sicily to compete in this road racing ordeal, including several men who would make their mark as manufacturers, Enzo Ferrari (1919), Vincenzo Lancia (1907), and Ferdinand Porsche (1924). With the exception of the WWII years, 1940-1945, the Targa Florio was held every year until 1973 when it concluded its long run. This event had helped motivate every facet of the Italian motorsports industry to compete against the world's best.

Another important event that contributed heavily to Italy's racing heritage and status in the world of motorsport, was the Mille Miglia, the Thousand Mile race first run in 1927. Like the Targa Florio, the Mille Miglia was the cumulative vision of a small group of auto enthusiasts who wanted to restore their beloved city of Brescia, to the role she formerly played in the automobile world. Brescia had been the site of a great race in 1905 and the Gran Premio d'Italia in 1921, which to Brescia's chagrin, had been moved to the new Monza course thereafter.

Wanting to create something completely new and challenging, the group hit upon the idea of a city-to-city road race but beginning and ending in the same city, their Brescia. After analyzing many different routes, the group decided on a 1600 Km long "loop" from Brescia to Pescara, on to Rome, Bologna and back to Brescia. It was officially named the "Thousand Mile Cup" (after all, the Romans had used miles, not kilometers). The Mille Miglia ran from 1927 to 1957 and was contested by virtually every major sports car manufacturer and top race driver. Winning the Mille meant instant stardom for a driver and if the driver happened to be Italian, he became a hero. If he was Italian and won AND had driven an Italian sports car, instant national hysteria!

Besides these two world class road races, Italian racecar drivers and race cars had made an impact in motorsports since the beginning of competition. Starting in 1906, FIAT would be the dominant Italian car scoring a number of top finishes in road racing and Grand Prix events. This would continue until

1924 when Alfa Romeo (formerly ALFA or Anonima Lombarda Fabbriche Automobili, purchased by Nicola Romeo in 1914) began racing and would go on to dominate Grand Prix racing for the next 15 years. During that time Alfa's would be driven by some of the greatest drivers of all time including Varzi, Campari, and Nuvolari, who many experts rate as the best ever.

After WWII, other Italian car manufacturers, race car drivers and designers would continue the tradition and gain worldwide recognition. Cars from Ferrari, Maserati, OSCA, Lancia, and Alfa Romeo would win sports car and grand prix races around the world. Drivers like Farina, Ascari, Scarfiotti, Taruffi, Castellotti, Bandini and Musso to name a few, would win major races of international importance. Of these, Alberto Ascari was both a world Grand Prix Champion and Mille Miglia winner. He even raced a Ferrari at Indianapolis in 1952. When Ascari succumbed to injuries suffered in a testing accident in 1955, over 1 million Italians lined the streets of Milan to view their hero's funeral procession.

While Italian cars continued winning races throughout the 1960's, 1970's, 1980's, it wasn't until the late 1990's that they returned to winning Grand Prix championships. After suffering through one of the longest droughts without a championship, Ferrari has returned to the top, winning eight out of the last ten Grand Prix Constructors titles in a row. All is well with the legions of Italian racing fans once again and the century long tradition of automotive racing excellence continues.

RACING THE ITALIAN MARQUES IN SACRAMENTO

By GORDON "GORDIE" GLYER

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

Photo by Webb Canepa

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

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

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

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

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

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

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

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

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

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



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

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2018 NIELLO CONCOURS AT SERRANO

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T Abraham *Event Day Coordinator*



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

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

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

Jesse A. Bravo *Photographer - Consultant*



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

Judyth Bravo *Consultant*



Judyth Bravo finds it difficult to pinpoint the source of her life-long enthusiasm for motor

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

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.

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 fourteen Niello dealerships as well as the Niello brand. She also coordinates all aspects of Niello's social media presence and works closely with both advertising agencies to manage an abundance of projects and communication for the company.

In 2016, Megan was recognized by Automotive News on their 40 Under 40 list. Now in her tenth year working on the Concours, Megan continually looks for new ways to enhance The Niello Company

presence throughout the event. 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 (7) and Hudson (5).

Bob Finkbeiner *Event Logistics*



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

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

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

Sally Finkbeiner *Honorary Judges 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



ADVISORY BOARD

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 recently retired from eighteen years as a commercial property manager managing a beautiful high-rise office building in downtown Sacramento. She holds a BA in Business Management and is still active in several commercial real estate organizations.

She is involved heavily in her church where she is plays the piano wherever she is 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.

Rosie Kessell-Kracher *Director Public Relations*



Rosie has served on the Niello Concours Advisory Board for the last eleven 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.

Bob Lozito *Lower Field, Entry Check-In*



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

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

John Manby *Event Logistics*



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

John retired from the officer core after twenty-eight years of service. Since he has always been interested in volunteering for automotive events he has been active in Concourses 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.

Allan McCrary *Entry Committee Advisor*



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

He has owned a number of award winning Cords all through his adult life and maintains an eclectic collection of automobiles covering a wide spectrum of interests; Classics, Post War English and German Sports cars and American Luxury/Muscle. In addition to ACD, he is an active member of the CCCA, 356 Registry and the American Bugatti Club. He holds a current SCCA Full Competition License.

John McNamee *Chairman Concours Branding*



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

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

Addison T. Moore

*Event Day
Transportation Coordinator*



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

Addison loves sports. You can find him at ATT Park, lovers leap doing some rock climbing, or on the links as a golf caddy. Addison is a Pest Control Technician both for residential and commercial buildings.

Addison and his four-legged, best friend Lilly, love car rides, dog parks or just relaxing by the pool at home. Addison loves hanging with friends, being spontaneous and bringing a smile to people’s faces!

Brandon Moore

Concours Field, Crew Chief



Brandon, the son of event organizers Brian and Michele Moore, has been comfortably stuck in the world of cars since birth. Growing up working at “the shop”, Brian D. Moore Restorations, with his father, Brandon experienced rare automobiles firsthand and has cultivated his own passion for unique vehicles. Taught by Brian, he has not only mastered the art of wet sanding, but has developed the skills necessary to run a successful business.

Brandon currently owns and operates a Sacramento area pool service company, BTM Pool Service, Inc., and is proud to be an active member of his community. Going on his twelfth 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, in 2016. The family is currently expecting their second son due this December! Maintaining meaningful relationships with his family, friends and clients is extremely important to Brandon, a value he hopes to instill in his sons as they grow.

Brookes T. Moore

Ticket Booth Administrator



Brookes, Brian and Michele’s youngest son, has always loved assisting his parents with anything and everything involved with the Concours at Serrano. From stuffing envelopes at the table as a child, to greeting each and every guest as they arrive at the event, Brookes always enjoys being a part of the action.

Brookes is a graduate of University of California, Santa Barbara, with a BA in Cultural Anthropology. In his free time, he enjoys getting out to the beach, traveling and spending time with family and friends.

Kate Moore

Awards Coordinator



Kate discovered her love for cars when she met and fell in love with Brandon Moore, son of Brian and Michele. The couple wed in 2012 and welcomed their first son, Jack Talbott, in January 2016, and will be growing their family by one more come December 2018! A University of Nevada, Reno alum, Kate ensures that the Moore house is always rooting for The Pack! She is currently a Development Project Manager for Buzz Oates, one of the largest privately held commercial real estate investment management companies in the country. In her free time, Kate enjoys the company of good friends and family, travel, and making memories with Brandon and Jack.

McKinley C.M. Moore

*Event Day Assistant /
Ticket Booth Administrator*



McKinley, Brian and Michele’s youngest and only daughter, spent time at “the shop”, Brian D. Moore Restorations, as well as the Concours Office while growing up. Working at her dad’s shop always included a well-earned meal at In-N-Out once lunch time rolled around. Going to the shop also meant seeing which car Brian would

chose to drive them to the Father Daughter Dance in, as it was always something classy. McKinley learned to address anyone with two infamous words in the Moore household, “Concours Office!”, when she answered the phone at a young age helping Michele in the office. Helping in the office or at the shop always meant a day she was able to spend with her mom and dad and that was very important to her. McKinley is a Graduate of the University of California, Irvine with a major in Political Science and a minor in Management. She currently lives on Balboa Island in Newport Beach, California and is an Associate for the Irvine Company for Office Property Management.

Dave Mueller

Volunteer Coordinator



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

Jim Perell

Concours Commentator



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

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

Jim has served on the Board of Directors for the California Vehicle Foundation through the California Automobile Museum. He has functioned as the Director of Special Acquisitions and Entry Chairman for the Niello Concours at

Serrano, as the emcee for the annual British Fall Classic in Morgan Hill and is a past President of the Sacramento Valley MG Car Club. After being a SCCA judge for over ten years, he is now a Director for their San Francisco Concours Division.

Patti Plant

Vendor Concierge



Patti’s love of cars began as a little girl in her dad’s Dodge dealership showroom, where she used to pose in the new 1969 Challenger, with aspirations of growing up and becoming the next Dodge Girl. Her love of cars continues today and that’s why she has volunteered in various capacities at the Concours over the past 11 years.

She is a retired elementary school specialist who now spends her time working on her golf game at North Ridge Country Club and just recently returned from playing in Scotland.

She also enjoys volunteering at the AT&T National Pro-Am ~ Pebble Beach and the Harris Center for the Arts in Folsom. One of her favorite activities is attending college baseball games where you will find her cheering on the teams that her two sons, Casey and Chris, are coaches.

Lynn Repstad

Fashion Show Coordinator



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

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

ADVISORY BOARD

(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.

David Smith

Judges Liaison



David Smith works in digital marketing with Fortune 500 technology companies on global product launches, experiential digital such as virtual and mixed reality and digital business transformation strategy and development. His passion for cars started at the age of ten when he rode in his brother’s brand new Fiat Spider convertible for the first time. David started restoring cars at the age of fifteen with his dad on weekends. His dream is to own a fully restored late 1950’s Alfa Romeo Giulietta Spider convertible—black with a red interior to be exact.

David is passionate about spending time with his three grown sons, attending concerts, opera, backpacking, fly fishing and cycling. He especially loves meeting all the wonderful people who work and attend the Concours each year.

Francis “Frank” X. Weismantel

Contributing Writer



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

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

His passions are automobiles, cooking and whenever possible writing and editing automobile

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

Summer Wright

*Director of Marketing,
The Niello Company*



Summer has been with The Niello Company since 2007. As Director of Marketing, she oversees the advertising, digital presence, events, public relations and community outreach. 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.

Steve Rudy

Upper Field, Entry Check-In



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

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

Steve moved to Sacramento in 1973 to complete college and graduated from Sacramento State University with a degree in Business and Economics. He then began a twenty-five year career with AT&T, retiring in 2003. After his retirement, Steve started a business negotiating cell tower sites. Steve has since retired from everything except his love for golf, British cars, music, and his wife, Teri, who he’s been married to for thirty-five years.

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*

The Corvette

CELEBRATING SIXTY-FIVE YEARS!

By LESLEY STEIN

THE EARLY YEARS 1953 – 1967



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

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

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

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

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

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

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

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

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

Harley J. Earl

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

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

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

The Corvette

Myron E. “Scottie” Scott

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

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

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

Zora Arkus-Duntov

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

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



Bill Mitchell and Larry Shinoda

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

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

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

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

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

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



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2018 NIELLO CONCOURS AT SERRANO

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916.830.7325

No better way to celebrate the theme of this year's Concours, Festa Italiana, than with a truly Italian experience on the patio today at the Niello Concours at Serrano. You'll see the newest products from both Niello Maserati and Niello Alfa Romeo while enjoying a freshly made Italian soda and seasonal treats in an unparalleled atmosphere.



NIELLO VOLVO

916.488.2400

While on the green today at the Niello Concours at Serrano, we invite you to take a closer look at the Volvo XC40 – the newest model offered from Niello Volvo Cars Sacramento. The XC40 blends modern Scandinavian design with intuitive technology for one defined SUV. You're also invited to enjoy a fresh-made lemonade while there, and learn about Volvo's national philanthropic partner, Alex's Lemonade Stand Foundation (ALSF). ALSF is a national childhood cancer foundation dedicated to raising funds for research into new treatments and cures for those battling cancer.

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2018 NIELLO CONCOURS AT SERRANO

ENTRIES



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& 65 Years of Corvette*

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CLASS F-2 FERRARI TO 1974

1962 Ferrari 250 GTE
Bill Finkbeiner of Auburn, California

1966 Ferrari 330 GTC
Greg Nickless of Sacramento, California

1968 Ferrari 330 GTC
Leonard Ely of Palo Alto, California

1972 Dino 246 GT
Joe Hensler of Fair Oaks, California

1972 Ferrari GTC 4
Curtis Popp of Sacramento, California

CLASS F-3 FERRARI 1975 TO 1990

1984 Ferrari Mondial Quattrovalvole Cabriolet
Dan Hansen of Orangevale, California

1984 Ferrari BB 365
Curtis Popp of Sacramento, California

1986 Ferrari 328 GTS
Edward Cabelera of Sacramento, California

1988 Ferrari Testarossa
Russell Anders of Camino, California

1989 Ferrari Testarossa
Glen Cramer of Sloughhouse, California

CLASS F-4 FERRARI 1991 TO PRESENT

1998 Ferrari 550 Maranello
Jackie Mehus of Somerset, California

1999 Ferrari F355 GTS
Larry Gift of El Dorado Hills, California

2000 Ferrari 360 Modena F1 Coupe
Susan Revers of Garden Valley, California

2002 Ferrari Modena 360
Mark DeGeorge of Manteca, California

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

2004 Ferrari Challenge Stradale
Luxury Motorcars of Sacramento, California

2011 Ferrari California
Cindy James of El Dorado Hills, California

2012 Ferrari California
David Thompson of Rocklin, California

2013 Ferrari 458 Italia
Jon Nastro of Elk Grove, California

2017 Ferrari California T
Pius Kamber of Rancho Murieta, California

CLASS G LAMBORGHINI TO 1987

1966 Lamborghini 400 GT
Robert Ross of Santa Monica, California

1974 Lamborghini Espada
Roger Wiersema of Oakland, California

CLASS G-1 LAMBORGHINI 1988 TO PRESENT

1998 Lamborghini Diablo Roadster
Vincent Revers of Garden Valley, California

1998 Lamborghini Diablo SV
Larry Crossan of Lincoln, California

2006 Lamborghini Murcielago Roadster
Allen Mohanna of Folsom, California

2015 Lamborghini Huracan
Ben Leveroni of Camino, California

2018 Lamborghini Huracan Spyder
Frank Sigrist of Granite Bay, California

CLASS IM ALFA ROMEO TO 1969

1949 Alfa Romeo 6 C 2500 SS Cabriolet
Joe Hurwich of Piedmont, California

1969 Alfa Romeo 1750 Spider (Duetto)
Dennis Kellogg of Sacramento, California

1960 Alfa Romeo Guilietta Sprint Normale
Bud Collins of Diamond Springs, California

CLASS IM-2 ITALIAN SPORTS CARS TO 1987

1957 Alfa Romeo 1900C SS
Jim Bonney of Carmichael, California

1958 Lancia Aurelia B 24 Convertible
Joe Hurwich of Piedmont, California

1970 Alfa Romeo Junior Zagato
Jim Bonney of Carmichael, California

1971 Alfa Romeo 1750 Spider Veloce
Craig Clifford of Folsom, California

1972 DeTomaso Pantera
Carl Stein of Carmichael, California

1973 DeTomaso Pantera
Garry & Sue Choate of Wilton, California

1981 Fiat 2000 Spider 124
David Felderstein of Sacramento, California



ENTRIES

CLASS IM-3 ITALIAN MOTOR CARS TO 1987

1966 Iso Rivolta
Joe Hensler of Fair Oaks, California

1973 Iso Rivolta Lele
Mike Clarke of El Dorado Hills, California

1988 Alfa Romeo Spider Graduate
Martha Roten of El Dorado Hills, California

2016 Alfa 4C Spyder
Frank Sigrist of Granite Bay, California

CELEBRATING 65 YEARS OF CORVETTE

CLASS C-1 CORVETTE 1953 TO 1962

1959 Chevrolet Corvette
John Clemens of El Dorado Hills, California

1962 Chevrolet Corvette
Bob Taylor of Sacramento, California

1962 Chevrolet Corvette C-1
Cheryl Wiegand of Orangevale, California

CLASS C-2 CORVETTE 1963 TO 1967

1963 Chevrolet Corvette
Marshal Crossan of El Dorado Hills, California

1964 Chevrolet Corvette
Marshal Crossan of El Dorado Hills, California

1966 Chevrolet Corvette
Rick Riccardi of San Jose, California

1967 Chevrolet Corvette Stingray
Lonny Retzlloff of Martinez, California

CLASS C-3 CORVETTE 1968 TO 1982

1972 Chevrolet Corvette
David Loft of Carmichael, California

1973 Chevrolet Corvette
John Manby of Fair Oaks, California

1978 Chevrolet Corvette Indy Pace Car
Bob Lozito of Gold River, California

CLASS C-4 CORVETTE 1983 TO PRESENT

2011 Chevrolet Corvette ZR1
Alan Smith of El Dorado Hills, California

2012 Chevrolet Corvette Grand Sport Convertible
Susan Cotton of Folsom, California

2012 Chevrolet Corvette Grand Sport
Centennial Edition
Bob & Brenda Wheatley of Cameron Park, California

2013 Chevrolet Corvette
Marshal Crossan of El Dorado Hills, California

2015 Corvette Stingray Z51 Coupe
Eddie Pesce of Cameron Park, California

2017 Chevrolet Corvette Grand Sport
Dick Collier of Rescue, California

CLASS C-8 CORVETTE COMPETITION

1963 Chevrolet Corvette
Richard Orme of Granite Bay, California

CLASS C-9 CORVETTE MODIFIED

1960 Chevrolet Corvette
Ray Myers of El Dorado Hills, California

1964 Corvette Stingray Coupe
Larry Johanson of Fresno, California

1966 Chevrolet Corvette Coupe
Steve & Debbie McFarland of Fair Oaks, California

1967 Chevrolet Corvette
Richard Orme of Granite Bay, California

1969 Chevrolet Corvette
Miguel Victorino of Placerville, California

2015 Chevrolet Corvette Aerowagen
Bill Fulk of Sacramento, California

CLASS CP CORVETTE PRESERVATION

1954 Chevrolet Corvette
Jerry Neil of Penryn, California

1965 Chevrolet Corvette
Luke Rizzuto of Los Gatos, California

CLASS A THE CLASSICS - DISTINCTIVE MOTORCARS 1915 TO 1948

1928 Issotta-Franschini Tipo 8 Cabriolet
Academy of Art University Automobile Museum of
San Francisco, California

1931 Cadillac 370-A
Whitney Haist of Orinda, California

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

1935 Packard Senior Convertible Sedan
The Niello Company of Sacramento, California

1935 Auburn 851 Coupe
Dave Yancy of Auburn, California

1937 Packard 1508
John VanSpeybroeck of Arcata, California

1941 Cadillac 60S
John MacPherson of Reno, Nevada

CLASS CC CUSTOMS CLASS

1925 Ford Model T Speedster
Joe & Raye Anino of Gold River, California

1938 Alfa Romeo MM 8C 2800 MM Roadster
Gary Apple of Grass Valley, California

1978 Moto Guzzi 850 T3 Cyclecar
Rodney Stone of Sacramento, California

CLASS CV COMMERCIAL VEHICLES

1951 Studebaker 2R11 3/4T Pickup
David Rossiter of Folsom, California

CLASS E PRESERVATION, UNRESTORED VEHICLES TO 1962

1955 Cadillac Coupe DeVille
Domenic Bavaro of Fresno, California

1959 Rolls-Royce Silver Cloud I
Robert La Mar of Half Moon Bay, California

CLASS F
MUSCLE CARS

1962 Plymouth 2 DR Sedan/Savoy
Jim Jacobson of Woodbridge, California

1962 Chevrolet Impala SS Convertible
Jon Overholt of Fair Oaks, California

1964 Shelby 289 Cobra
Jack Wright of Granite Bay, California

1968 Shelby GT500KR
Gordon Gimbel of Roseville, California

1968 AMC AMX
Kim Nelson of Shingle Springs, California

1969 Ford Boss 429 Mustang
Perry Hough of Folsom, California

1969 Dodge Daytona
Janice Sutherland of Red Bluff, California

CLASS FT
FORD THUNDERBIRD

1955 Ford Thunderbird
Rick Caron of Shingle Springs, California

1955 Ford Thunderbird
Chrisy Cramer of Sloughhouse, California

1956 Ford Thunderbird
Richard Colombero of Sacramento, California

1957 Ford Thunderbird
Deborah Clendenning of El Dorado Hills, California

1957 Ford Thunderbird
Mark York of Gold River, California

CLASS M
ANTIQUES TO 1919

1910 Rambler Model 54 Tonneau
Kirk Bewley of Sacramento, California

CLASS N
VINTAGE THROUGH 1948

1929 Hupmobile M Cabriolet
Donald Sande of Carmichael, California

1932 Buick Victoria Travelers Coupe Series 8-86
Michael Tatro of Fair Oaks, California

1936 Ford Cabriolet
Norma Petersen of Cameron Park, California

1937 Studebaker Dictator Coupe
Larry Buntrock of Citrus Heights, California

1937 Packard 115C
The Niello Company of Sacramento, California

1940 American Bantam Roadster
Peggy Douglas of Roseville, California

1940 Packard 160
Lorenzo Nannini of Pine Grove, California

1947 Frazer Manhattan
Larry Rodkey of Elk Grove, California

1948 Buick Super 56C
Paul & Connie Borgwardt of Walnut Creek, California

CLASS P
AMERICAN MANUFACTURE
1949 TO 1969

1956 Oldsmobile Super 88 2 Door Hard Top
Murrill Conley of Lincoln, California

1956 Plymouth Fury
Gary Day of Somerset, California

1957 Chevrolet Bel Air
Steve & Kaye Kramer of Shingle Springs, California

1957 Chevrolet Bel Air Sports Sedan
Constance & Patrick Rodgers of Rescue, California

1962 Pontiac Bonneville Convertible
Hudson Vitaich of Sacramento, California

1964 ½ Ford Mustang Convertible
Susan Cotton of Folsom, California

1966 Chevrolet Chevelle Malibu 2 Dr Coupe
Ron Simoni of Nevada City, California

CLASS PL
AMERICAN LUXURY 1949 TO 1969

1954 Cadillac 62 Coupe DeVille
Jim Hearn of Folsom, California

1956 Continental Mark II
Jim Tallarico of Meadow Vista, California

1957 Cadillac El Dorado Biarritz
Bob Tiffin of Red Bay, Alabama

1957 Imperial Crown Convertible
Henry Hopkins of San Rafael, California

1959 Cadillac Coupe DeVille
Bill Clarkson of Roseville, California

1961 Cadillac Series 62 Coupe Convertible
Jerry Franchi of Rescue, California

1962 Chrysler 300 Convertible
Doug Warrener of Fair Oaks, California

CLASS Q
EXOTICS

1965 Superformance MK1 GT40
Mike Murphy of Province, California

1988 Porsche Carrera Turbo-Look
Samuel Greco of Rancho Murieta, California

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

2015 Aston Martin DB9
Jeff Muhr of El Dorado Hills, California

2015 Aston Martin V12 Vantage
Ben Leveroni of Camino, California

CLASS U
FOREIGN SPORTS CARS THROUGH 1956

1936 MG TA
Ray Dias of Hughson, California

1954 Jaguar XK 120 OTS
Allan McCrary of Vacaville, California

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

1957 Porsche 356A
Jim Roten of El Dorado Hills, California

1965 Porsche 912
Paul & Jackie Mehus of Somerset, California

1973 Porsche Carrera
Rick Jeffery of Diablo, California

CLASS VO
FOREIGN SPORTS CARS OPEN
1957 TO 1979, UNDER \$5,000

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

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

1958 Triumph TR3A
Wendy Mathieu of Murphys, California

1959 Jaguar OTS
Dennis Paustenbach of Burlingame, California

1959 Porsche 356 Convertible D
Carolyn Hanley of Sacramento, California

1961 Jaguar Pre-Series 1 E-Type
The Niello Company of Sacramento, California

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

1968 Morgan Plus 4 Roadster
Susan Morgan of Folsom, California

1970 Volkswagen Karmann Ghia
The Niello Company of Sacramento, California

CLASS VRC
VINTAGE RACE CARS

1956 Kurtis KK500S
Joanne Budge of Folsom, California

1966 Bizzarrini P538
Mike Clarke of El Dorado Hills, California

CLASS W
FOREIGN SPORTS CARS
1957 TO 1979, OVER \$5,000

1960 Aston Martin DB4
Luxury Motorcars of Sacramento, California

1961 Mercedes Benz 190SLD
Mike Epperson of Aptos, California

1972 Porsche 911T
James Buckner of Roseville, California

1975 Bricklin SV-1
Alice Worsley of Sacramento, California

CLASS XJS
JAGUAR XJS MOTORCARS

1987 Jaguar XJS V-12
Jerry Pocan of Chico, California

1985 Jaguar XJS V-12 Roadster
William Brooks of Santa Cruz, California

1996 Jaguar XJS Convertible
Lee & Valerie Sheldon of Lincoln, California

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Best of Show Award Winners

- 2004** 1966 Lincoln Continental
owned by William McCoy of Fair Oaks, California
- 2005** 1955 Mercedes Gullwing
owned by Tom Thornhill of San Rafael, California
- 2006** 1913 Pope Hartford
owned by Bill Gularte of Soledad, California
- 2007** 1934 Packard 1107 Phaeton
owned by Jay Moore of Lahaina, Hawaii
- 2008** 1933 Packard 1104 Coupe Roadster
owned by Robert Tiffin of Red Bay, Alabama
- 2009** 1947 Jaguar Mark IV Drophead
owned by Howard Clarke of Springfield, California
- 2010** 1933 Rolls Royce P II Continental
owned by Jay Moore of Lahaina, Hawaii
- 2011** 1936 Auburn Boattail Speedster
owned by Paul Petrovich of Sacramento, California
- 2012** 1957 Ford Skyliner (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
- 2016** 1949 Delahaye Model 175 Saoutchik Coupe De Ville
owned by the Stephens Family of San Francisco, California
- 2017** 1933 Chrysler Imperial C.C. Sedan
owned by Lorenzo Nannini of Pine Grove, California

Visit our Facebook page, Niello Concours at Serrano, for photos of these fabulous motor cars.

NIELLO
CONCOURS at SERRANO

BEST OF SHOW 2017



1933 CHRYSLER IMPERIAL C.C. SEDAN
LORENZO NANNINI • PINE GROVE, CA

SPECIALTY AWARD WINNERS

2017

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



1947 Packard 2106 Club Sedan
Henry Hopkins • Richmond, CA

MEGUIAR'S BEST FINISH AWARD



1937 Lincoln Zephyr 3 Window Coupe
George Yandolino • Roseville, CA

THE GALA AWARD *In honor of 3Strands Global Foundation*



1959 Chevrolet Corvette
John & Carmen Clemens • El Dorado Hills, CA

THE HONORARY JUDGES AWARD



1949 Alfa Romeo 6C SS 2500 Cabriolet
David & Susan Buchanan • Menlo Park, CA

RICHARD NIELLO SR. FAVORITE PORSCHE AWARD



1959 Porsche Convertible D
Paul Mehus • Somerset, CA

2017 SCCA CHAMPIONSHIP AWARD



1949 Alfa Romeo 6C SS 2500 Cabriolet
David & Susan Buchanan • Menlo Park, CA

THE MOST ELEGANT CLOSED MOTOR CAR



1928 Lincoln L Fully Collapsible Cabriolet
Bill & Dee Kuettel • Capitola, CA

THE MOST ELEGANT OPEN MOTOR CAR



1930 Duesenberg J
The Stephens Family • San Francisco, CA

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1947 Chrysler Town and Country Sedan
John White • Sacramento, CA

CLASS A – CCCA
Classics Open
1915 to 1948



1937 Cord 812 Phaeton SC
Dr. Marilyn Waiton • Los Gatos, CA

CLASS B – CCCA
Classics Closed
1915 to 1948



1933 Chrysler Imperial C.C. Sedan
Lorenzo Nannini • Pine Grove, CA

CLASS C – CCCA
Classics European
1915 to 1948



1937 Rolls-Royce 25/30
David Clover • Oakland, CA

CLASS P
American Manufacture
1949 to 1969



1950 Oldsmobile 88 Convertible
Galen Klokkevold • Auburn, CA

CLASS T
American Sports Cars
1953 to 1967



1966 Chevrolet Corvette
Leo Michaud • Lincoln, CA

CLASS V
Foreign Sports Cars
1957 to 1979, Under \$5K Closed



1969 Porsche 912 Coupe
Richard Shelton • Penn Valley, CA

CLASS TC
Tribute Cars



1957 Ferrari 250
"Pontoon" Testa Rossa
Jack Wright • Granite Bay, CA

CLASS PL
American Luxury 1949 to 1969



1953 Buick 48 D Special
Chandler Knapp • Loomis, CA

CLASS CV
Commercial Vehicle



1948 Dodge Power Wagon
Ron & Julie Icelly • Redding, CA

CLASS E
Preservation



1959 Rolls Royce Silver Cloud I
Robert La Mar • Half Moon Bay, CA

CLASS LA
Legends of the Autobahn



1973 BMW 3.0 CSL
Curtis Popp • Sacramento, CA

CLASS M
Antique to 1919



1910 Ford Model T
Dave Pava • Shingle Springs, CA

CLASS N
Vintage through 1949



1935 Ford 48 NCR Conversion
Michael Walton • Keizer, OR

CLASS F
Muscle Cars 1963 to 1972



1970 Plymouth Superbird
Janice Sutherland • Red Bluff, CA

CLASS F2
Ferrari Vintage to 1974



1966 Ferrari 330 GTC
Greg & Deb Nickless • Sacramento, CA

CLASS F4
Ferrari 1991 to Present



1999 Ferrari F 355 GTS
Larry Gift • El Dorado Hills, CA

CLASS SD
Metropolitans



1961 Nash Metropolitan
Wayne Metz • Antioch, CA

CLASS VRC
Vintage Race Cars



1951 Porsche Sauter Roadster
Phil White • Portola Valley, CA

CLASS Q
Exotics



2008 Shelby GT 500 KR
Michael & Susan Martinson
El Dorado Hills, CA

NIELLO
CONCOURS at SERRANO
CLASS AWARDS 2017

CLASS AWARDS

2017

CLASS W *Foreign Sports Cars* 1957 to 1979, Over \$5K



1967 Porsche 911
Mark York • Gold River, CA

CLASS Y *Foreign Passenger* 1957 to 1979, Under \$6K



1964 Volkswagen Type II
21 Window Bus
Jonathan Dattillo • Lincoln, CA

CLASS VO *Foreign Sports Cars* 1957 to 1979, Under \$5K Open



1959 Porsche Convertible D
Paul Mehus • Somerset, CA

CLASS Z *Foreign Passenger* 1954 to 1979, Over \$6K



1971 Mercedes Benz
280 SE 3.5
William Brooks • Santa Cruz, CA



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Visit www.ConcoursRaduno.com for more information

THE STORY OF THE KNOPP'S AUBURN

It was the middle of the Great Depression and many of the American auto makers were having money problems; the Auburn Automobile Company was able to hold on until 1937. They couldn't compete with the large scale of Ford or Chevrolet and finally closed their doors. Not many of these cars survived the scrap metal drives of WWII. This 1932 Auburn 8-100A Cabriolet survived, having once belonged to a gentleman who owned a grain & feed store in Lancaster, California. The car sat in a storage building for years, until Eugene Page became its new caretaker; that is where this story begins.

When Eugene was a teen, his Mom bought him a 1931 Auburn 8-98A Cabriolet; his brother had a Ford and they would race each other over the Pacheco Pass. Those adventures came to an end when he crashed the 31 Auburn into a water truck.

Eugene grew up, got married, moved to Lancaster, started a bearing supply company and raised a family. In the late 1950s, business was good, the family was doing well and he kept on thinking of that Auburn his Mom had given him as a teen. An Auburn came up for sale and Eugene jumped on it. He came home and told his wife. She knew he always wanted another Auburn. She was a little upset with him and went off to the bedroom. When she returned, she handed him a pink slip for another Auburn, the one from the grain and feed store. She was going to give it to him on his birthday - now he had two. Eugene kept the car his wife gave him and sold the other.

He spent the first five years, from 1958 to 1963, restoring the car. Many of the receipts and photos show a time before computers, when restorations didn't cost more than a house! He was the caretaker of the car for forty-five years. Eugene retired and moved to Yerington, Nevada where he became good friends with Bill and Susan Vicencio. In 1994, Eugene, unable to take care of the car, sold it to Bill and Susan. Eugene passed away six years later.

Bill and Susan became the new caretakers of the Auburn and drove it in parades and entered car shows up until 2005 when unexpected medical costs necessitated the sale of the Auburn. It would now find its new home at a specialty car dealership in Reno, Nevada where it had been sitting for about a year, with little interest, until Dave and Sue Knopp became the new caretakers in 2012.

The Auburn didn't look anything like it does today. It was a bit "tired" and leaking fluid from every fitting. Dave fell in love at first sight, but didn't know what he was getting into! He will tell you that over the next six years, it became the most wonderful project he had ever worked on, as it opened the door to so much history that he never knew. He met many interesting people, all while testing his restoration skills with every nut and bolt.

Rubber, leather, tires, and paint were all past their prime. The process began by fixing all the leaks and making the car a safe, reliable drive. Dave drove the car for two years while doing research and rounding up original parts to bring the car back to factory specs. The ACD Club (Auburn, Cord, Duesenberg) looked the car over to certify all the factory numbers and parts as it had its original engine, driveline, and body. Dave studied the unrestored cars in the ACD Museum to learn about all the small details. Finally, he tore the car down and began the restoration.

Now completed, Dave and his wife took the car to the West Coast ACD meet this past June, and came home with three awards: First Place Primary, Best Auburn, and Best of Show. Dave says it felt very rewarding, but the friends he made along the way were the best part of the whole project.

Visit this very, storied car on the green today at the 2018 Niello Concours at Serrano.



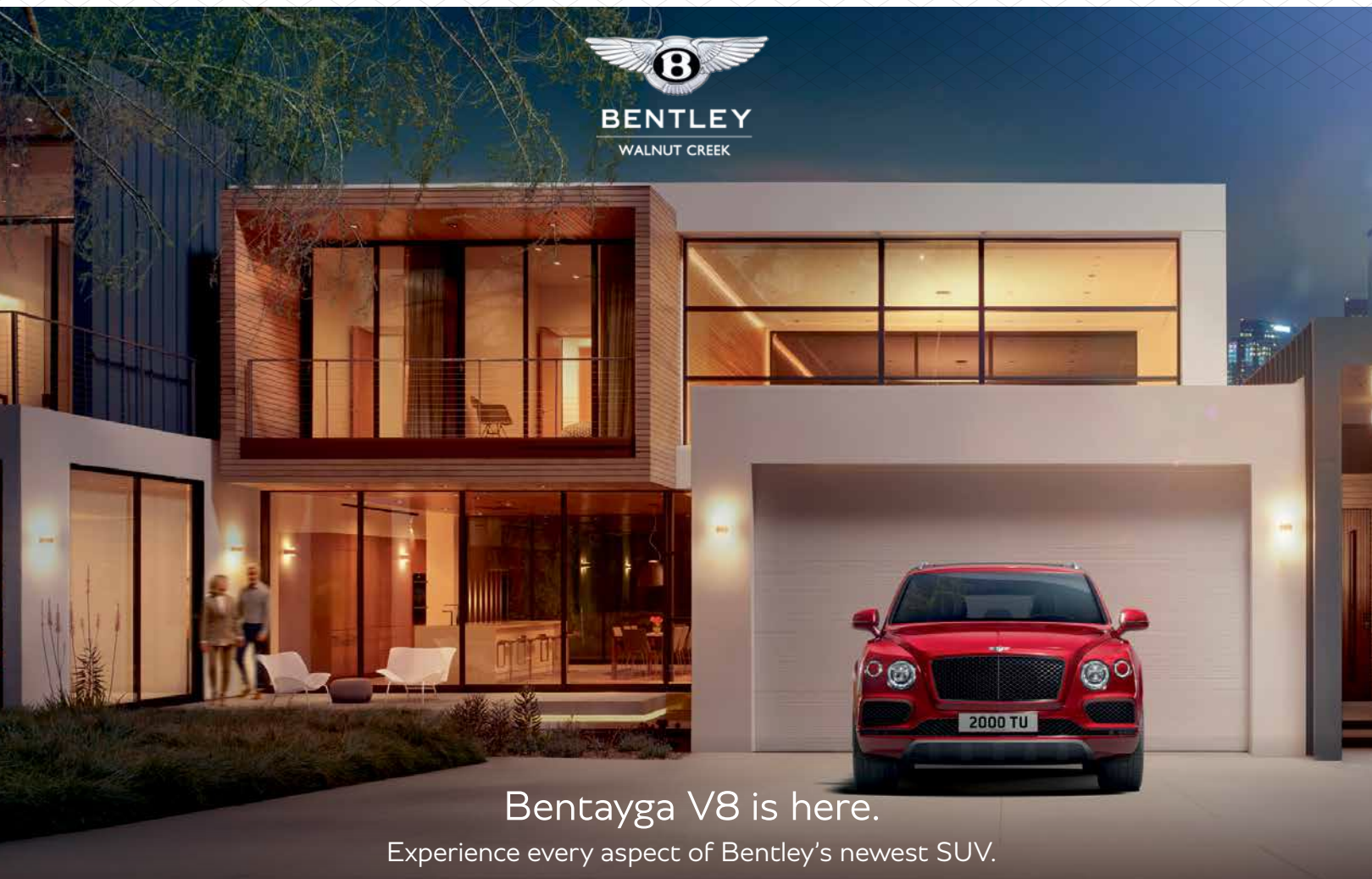


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