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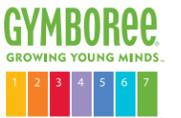
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WELCOME

FROM BRIAN & MICHELE MOORE

Eleven years ago we took a leap of faith with a new venture, both for us, and the community of Serrano. We had no idea what lay ahead. These years have been some of the most challenging, yet fulfilling and rewarding of our lives. It is such a great feeling to look out onto the fabulous collection of automobiles on display and the attendees who have decided to share this day with us.

As we honor the marque of Packard Motor Cars, as well as celebrate 100 Years of Maserati, the diversity of these brands, along with the other marques entered, will make for an interesting array of motor cars on the green.

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

Of great importance to this event's success is the fabulous backdrop you see all around you called Serrano. Thank you to Bill Parker, and his Parker Development Company, for allowing us to hold this event in such a picture perfect place. Attendees always comment on the beauty and serenity of this Concours location. It truly is spectacular.

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

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

To everyone who supports this event, from the spectators to our generous sponsors, volunteers, advertisers and vendors...really, we could not have done it without you! We especially want to thank the motor car owners who have taken the time to prepare their works of art and bring them here to share with all of us today.

Most importantly, we thank God for the strength He gives us and the miracles He performs for this event each and every year. Moment by moment, effort by effort, as each dream is brought to fruition, it is so exciting to see all the pieces come together on event day. We sincerely hope you enjoy the Concours as much as we enjoyed creating and producing it. Here's to many more years of meeting together on the first Sunday of October for the Niello Concours at Serrano.

Sincerely,
Brian & Michele Moore
Event Organizers



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The Beatles

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WELCOME

FROM RICK NIELLO

On behalf of everyone at The Niello Company, I welcome you to the 11th Niello Concours at Serrano. Each year, the event exceeds our expectations with the incredible display of vehicles and camaraderie of automobile enthusiasts. This year is no exception.

The featured marques this year hold a special connection to The Niello Company. We are thrilled to celebrate the 100th anniversary of Maserati, a brand we've been associated with for over 40 years. Since 2007, Maserati of Sacramento has grown to become one of the top dealers in Northern California and the number one certified dealer in the country. Please join us on the patio as we celebrate this special milestone in Maserati history.

Besides being one of my personal favorites, the Packard brand holds a significant role in building the foundation of The Niello Company. My grandfather, Louis Niello, started a legacy of searching out the most innovative vehicles in the industry, beginning with Pierce-Arrow and Packard. The display on the green today will be one of the most impressive lineups of Packard motorcars ever seen.

As always, I would like to acknowledge Brian and Michele Moore for their hard work and dedication in creating a memorable experience for all of the Concours guests. This one-of-a-kind event is truly special and we're proud to be the title sponsor year in and year out. Enjoy your day on the green.

Best regards,

Rick Niello
President, The Niello Company



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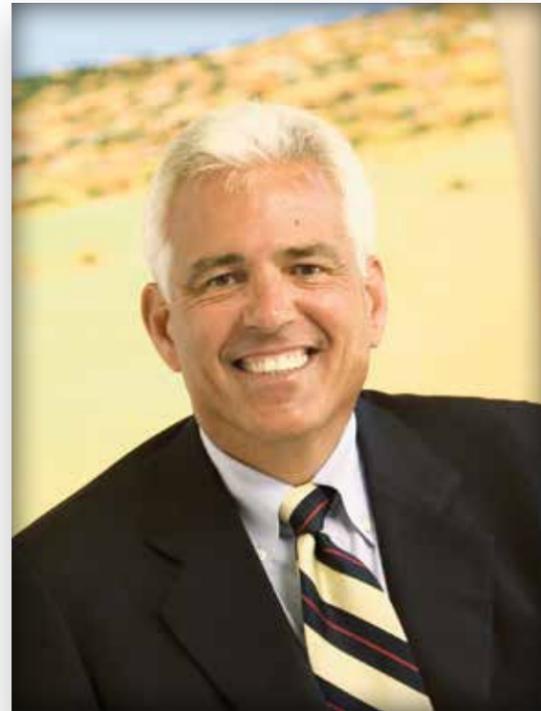
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2014

NIELLO CONCOURS AT SERRANO

Welcome
FROM
BILL
PARKER



Serrano is proud to once again host the Niello ConcourS at Serrano, now in its 11th year. The ConcourS is a unique event that truly exemplifies the blending of community living and lifestyle experiences that define El Dorado Hills. Guests from around the world have the opportunity to visit Serrano for a day filled with some of the world's most unique motor cars, live music, fashion, incredible local cuisine, entertainment and fine wines.

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

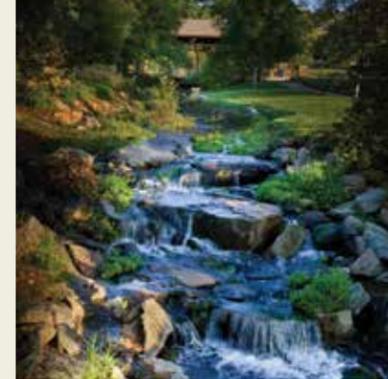
Again, we are honored to host the Niello ConcourS at Serrano, and we're thankful to have the opportunity to work closely with Michele and Brian Moore of Premier ConcourS Promotions again this year.

Welcome to Serrano. Please enjoy this outstanding event.

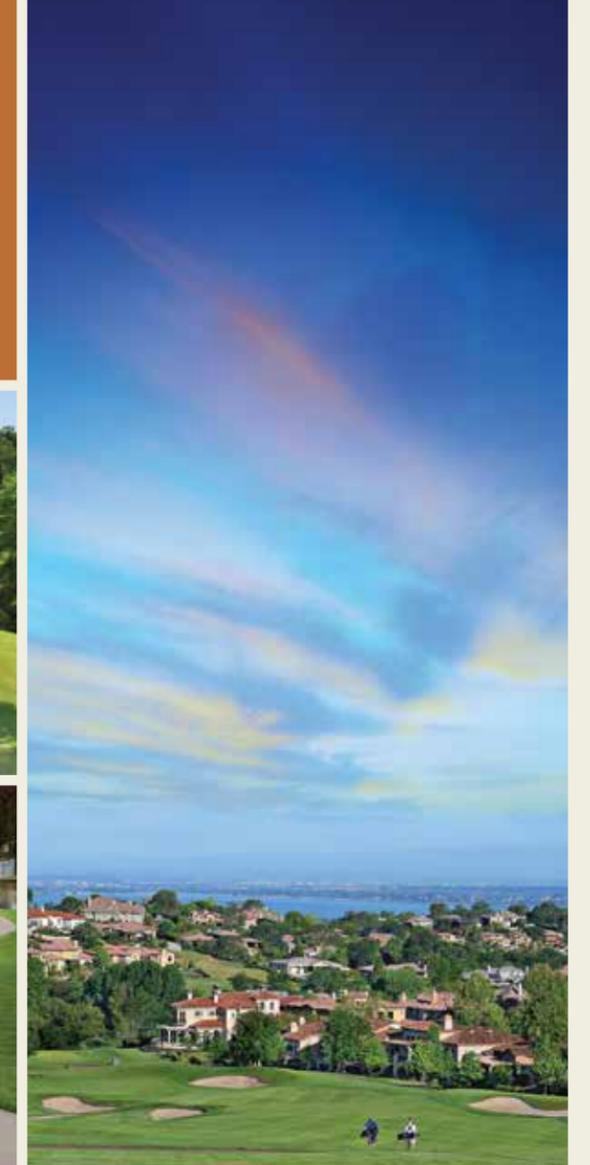
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2014 AWARDS

NIELLO
CONCOURS *at* SERRANO

Best of Show Award	Outstanding Packard Award
Grand Marshal Award	Outstanding Maserati Award
Honorary Judges Award	The Tour Award
Chairman's Choice Award <i>In Honor of George A. Moore</i>	Meguiar's Best Finish Award <i>Sponsored by Meguiar's</i>
Most Elegant Motorcar	Favorite Porsche Award <i>Richard Niello, Sr.</i>
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NIELLO
CONCOURS
AT SERRANO

Grand Marshal JOSEPH A. FARROW

COMMISSIONER OF THE CALIFORNIA HIGHWAY PATROL

On March 1, 2008, Governor Arnold Schwarzenegger appointed Joseph Farrow to the position of Commissioner of the California Highway Patrol, the fifth largest law enforcement agency in the United States. Commissioner Farrow's appointment was reconfirmed by Governor Jerry Brown in 2011.

Farrow entered the CHP Academy in 1979, and was quickly promoted through its ranks. The first Japanese-American CHP Commissioner, Farrow has demonstrated his commitment furthering his education at various schools by earning executive level certificates, culminating with a Master's degree in Executive Leadership from San Diego State University.

Throughout his career Commissioner Farrow has been recognized for his innovative leadership approach to public administration. He was selected by the International Association of Chiefs of Police (IACP) as a recipient of the 2006 J. Stannard Baker Award for his sustained, career-spanning, and extraordinary initiative and creativity in developing, implementing, and improving traffic safety programs and technologies within the State of California. Farrow has also been honored for his willingness to promote nationally and internationally significant traffic safety issues. He is a member of the IACP, the California Peace Officers' Association, and the National Asian Peace Officers' Association. Commissioner Farrow's prestigious leadership earned him selection as current Chair of the IACP's Highway Safety Committee and Chair of the National Motor Vehicle Title Information System. The Niello Concours is proud to salute Commissioner Farrow as its 2014 Grand Marshal. •



Honorary Judges

2014

MARTIN CAMSEY

Vice President and Chief Financial Officer – The Niello Company



Martin was born in London, England. At age eleven, his family moved to the United States, living in California and then New York. He graduated from Wantagh High School in New York in 1978 and began his college education at Hofstra University. At nineteen, Martin moved to Sacramento and completed his college education with honors at CSU, Sacramento with a Bachelor of Science Degree in Business Administration, Accounting.

Martin Camsey began his career with Price Waterhouse as a tax accountant. After achieving his CPA license, he joined The Niello Company in 1987 as Controller. Over the years, he held various leadership roles and he currently is the Vice President and Chief Financial Officer for this well-respected group of automobile dealerships.

Martin has been involved with numerous philanthropic organizations through the last thirty years including Junior Achievement, The Salvation Army, Planned Parenthood, Sacramento Children's Museum, Sutter Hospitals Foundation, Family Services Agency, and the Stanford Home for Children. Martin is currently serving as a director of the Sacramento Metro Chamber of Commerce Board.

When not at work, Martin enjoys time with his family in Sacramento, Carmel, and San Francisco.

ROBERT T. DEVLIN

Automotive Historian



Robert T. Devlin is an automotive historian with a particular passion for the Pebble Beach Concours d'Elegance. He first attended the event as a teenager back in 1952, just two years after it started, and has been among its most faithful participants in the ensuing five decades. He has served as a Panel Judge or Chief Class Judge at the event for twenty-nine years.

Robert has written two books about Pebble Beach: *Pebble Beach, A Matter of Style* detailing the Concours' early history and *Pebble Beach Concours d'Elegance, The Art of the Poster* highlighting the Concours' posters from the past. He has also written over ninety articles about automobiles for various magazines and other publications.

An ardent automobile enthusiast, Robert Devlin is a very active member of the Ferrari Club of America, having held several national positions with that organization and serving regularly either as Panel or Chief Class Judge.

TED GAINES

California State Senator



Ted Gaines represents the people of California's 1st Senate District, which takes in all or parts of Alpine, El Dorado, Lassen, Modoc, Nevada, Placer, Plumas, Sacramento, Shasta, Sierra and Siskiyou counties.

Upon graduating with a degree in Business Administration from Lewis and Clark College in Oregon, Ted returned home to follow his dreams of being a small business owner. Today, Ted is running his own successful family business, serving as the owner of Gaines Insurance.

In addition to his service in government, Ted has been involved in professional and community service activities. He is a longtime member of Bayside Covenant Church and served on the Honorary Committee for the Peace for Families Capitol Campaign. Ted also previously served as President of the Independent Insurance Agents and Brokers of Sacramento.

In his free time, Ted enjoys the outdoors by running, cycling and waterskiing – especially in his beautiful Northern California district that includes the Sierra Nevada to the Cascades Mountains.

Ted has been married to his beautiful wife Beth since 1985. Beth and Ted live in Roseville and are blessed with six children.

ED GILBERTSON

Chief Judge Emeritus – Pebble Beach Concours d'Elegance



Ed Gilbertson is a lifelong motorsports enthusiast who has owned many significant sports cars, hot rods and motorcycles. He has been actively involved in concours judging for over thirty-five years and is a noted authority on proper preservation and correct restoration.

He is Chief Judge Emeritus for the Pebble Beach Concours d'Elegance, Palm Beach Cavallino Classic, and the Ferrari Club of America. He is a member of the Pebble Beach selection committee and serves as Chief Honorary Judge for several major concours events across the country.

Ed is the founder and Chairman Emeritus of the International Advisory Council for Preservation of the Ferrari Automobile (IAC/PFA). He is currently a senior advisor to the FIVA Technical Commission which sets the worldwide standards and guidelines for the proper preservation of all motorized vehicles. He is also senior advisor to the Historic Vehicle Association (HVA).

He was Chief Judge for the famed FF40 show held in Brussels, Belgium

and Honorary Chief Judge for the 60th Anniversary of Ferrari celebration in Maranello, Italy. He also judged at the Louis Vuitton shows in London and Paris.

Ed is a contributing editor for *Cavallino* magazine and co-authored a book on the Ferrari 250 GT Spyder California. He was also a contributing author for *The Stewardship of Historically Important Automobiles* which won the International Historic Motoring Award for best automobile publication of the year in 2013.

He is a former Regional Director for the Ferrari Club of America and past President of the Ferrari Owners Club. He has been on the organizing committees for Ferrari 250 GTO, Ferrari 250 TR and Alfa Romeo 8C international reunion tours, and is an honorary member of the highly regarded Candy Store car club.

He has been married to his wife Sherry for forty-three years who shares his passion for motorsports. When not judging or organizing events, they can often be found enjoying their cars and motorcycles on the back roads of northern California.

ANDREA HOWARD

Principal Planner – Parker Development Company



Andrea Howard is Principal Planner for Parker Development Company. Since joining the company in 1994, Andrea has been involved in various aspects of the organization including residential property management, land planning, entitlements, and construction management and administration.

Andrea is the project manager for current and forward planning projects. She manages development applications through the municipal approval process, acts as the project team and public agency liaison, represents projects at public hearings, and ensures compliance of project approvals with local, state, and federal laws.

Andrea holds two degrees from California State University, Sacramento: a Bachelor of Science degree in Business Administration, with a concentration in Real Estate and Land Use, and a Master of Science degree in Urban Land Development. Andrea is a licensed California Real Estate Salesperson and affiliates with various professional organizations, including the American Planning Association, Urban Land Institute, and North State Building Industry Association. Andrea has been a resident of Serrano since 2005, and is active in the local and regional community. She supports charitable organizations such as Women's Fund El Dorado and Big Brothers Big Sisters, and serves on the Board of Directors for the Boys and Girls Club El Dorado County Western Slope, The Marshall Foundation, and the Economic Development Corporation of El Dorado County.

DAVID LICHTMAN

Advertising Director – Sacramento Business Journal



David Lichtman is currently the Advertising Director at the *Sacramento Business Journal*. He has spent over two decades in media with stints in radio, cable TV, digital marketing, and print mediums. He has worked with new and used car dealers to help them grow their business with the goal of selling more vehicles. He's a fast thinker and a fast talker who loves and admires the beauty of automobile design and fast cars. A fan of all things automotive since his teenage years, David has owned twelve cars. His first one was a 1967 Volkswagen Beetle; but it was not just a standard "Bug". He upgraded it with a Porsche 912 engine! His dream weekend driver? That would be a '69 Camaro SS 396 convertible with a red and black color scheme.

TOM MATANO

Executive Director – Academy of Art University, San Francisco



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

A special "Thank You" to Tom Buttos and Jesse Bravo for their expertise and assistance in Judging at this year's Niello Concours at Serrano.

Honorary Judges

2014

JOHN MCGINNESS

Former Sacramento County Sheriff
Radio Host – KFBK



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

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

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

RICHARD NIELLO, SR.

Founder – The Niello Company



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

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

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

Richard married Ellen Fay on May 13, 1944 and they remained married until her passing in 2000. Richard has three sons, fourteen grandchildren and fourteengreat-grandchildren. He is a member of Hoover Institute and Steering Committee as well as a member of the Bohemian Club San Francisco and the Sutter Club.

ALAN SPENCER

Wheels Agency



Alan Spencer has been a lifelong car nut. For the last twenty-four years he has served as a judge at numerous concours d'Elegance events in Northern California.

Alan has been a committee member, Chief Judge, and honorary judge at the Marin Sonoma Concours; as well as a class judge at the Carmel Concours on the Avenue.

He is a regular participant in Northern California automobile meetings and events. He collects automobilia, and enjoys adding to his network of contacts in the Bay Area classic car field.

Now in retirement from his career in IT, he owns and runs an agency that sources and provides classic vehicles as props for photo shoots, commercials, and special events in Northern California.

PAULETTE TRAINOR

Paulette Trainor Design



For more than twenty-five years, Paulette Trainor, ASID, has been recognized as one of northern California's finest and most creative interior designers, with a multitude of satisfied clients to her credit.

Whether the project is an entire house or just a room, Paulette's approach is to engage in a collaborative process with her clients, resulting in a finished project that reflects the clients' tastes, not her own. Beginning with a discussion on how the clients use their homes, as well as their design likes and dislikes, Paulette leads them through a process that creates a finished project that is customized to that client. While more challenging than a cookie-cutter, "Here's what I think" approach, the resulting product is an environment that truly represents the clients, not the designer. As a result, each project is individualized, timeless and enjoyed by the clients frequently for decades.

Paulette is able to take this approach with her clients and make it efficient because of her wealth of experience in multiple design styles and her extensive knowledge of color, art, furniture and period pieces. Her projects have included the homes and businesses of many of the Central Valley's leading citizens, as well as design projects in New York City, Long Island, Colorado, Florida, Lake Tahoe and the Bay Area.

As one of Sacramento's most-awarded designers, Paulette has received recognitions for her design accomplishments, as well as her philanthropic work. Her clients have truly become her best source of new clients with the testimonials to her work.

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Packard History

BY JUDYTH BRAVO

An Auto Biography

One of the greatest marques in the history of automobiles, Packard projected an aura of prestige and excellence that was unmatched by any other manufacturer in North America during the years between the two world wars. The first American president to be driven in an automobile to his inauguration rode in one. The president was Warren Harding, the year was 1921, and the vehicle was a big, beautiful, 12-cylinder model dubbed a Twin-Six. Fittingly, the first car to cross San Francisco's Golden Gate Bridge was also a Packard. Many car cognoscenti consider it the only real competition Rolls-Royce ever faced.

The Packard's saga begins with its creation in 1899 by James Ward Packard, whose firm manufactured electrical equipment in Warren, Ohio. Captivated by motor vehicles, Packard purchased one of the first made by the flamboyant Alexander

Winton in Cleveland. After encountering many problems with his new car and receiving no help from Winton, Packard began to design a vehicle of his own. Within fourteen months, with the help of two engineers lured away from Winton and his own brother, William Doud Packard, he had produced a car he ran successfully on the streets of Warren. From that day in 1899 until 1958, the company produced 1,610,890 automobiles. Its best years of production were 1937 and 1948.

That first model sold easily at a pricey \$1,250 with its single-cylindered engine and Packard's own invention of an automatic spark advance. Wealthy Detroit manufacturer Henry B. Joy purchased one and liked it so well that he convinced his brother-in-law T.H. Newbury and seven other investors to join him in purchasing controlling interest in the Packard Motor Car Company. James Packard remained president until 1909

and board chairman until 1912, but he decided against going to Detroit when the plant moved there.

Always the innovator, Joy hired French designer Charles Schmidt to create a four-cylindered Model K in 1903. The Packard Plant in Detroit was the first designed for car production by the famous architect Louis Kahn. In 1915, Joy, along with general manager Alvin Macauley and engineer Jesse Vincent, developed the model that would put Packard in history books for all time: the sensational Twin-Six. Soon the favorite of tycoons and royalty, the model sold for \$2,600 for a touring car to \$4,600 for the Imperial Limousine on a 135-inch wheelbase.

During World War I, Packard turned its attention to making racing history with two special racecars with V12 engines designed for aviation use. Both driven by Ralph DePalma, the smaller one earned a sixth at Indianapolis in 1919, while the larger set a record of 149.9 mph at Daytona in the same year. Its average speed of 92.71 mph for the standing mile start stood as the U.S. record for 30 years. Enzo Ferrari credited these racers with inspiring him to make his own 12-cylinder cars.

By 1923, Packard had a significant production lead over Cadillac with its smooth in-line eight. By 1928, it had stopped building sixes and concentrated on straight eights of different bore sizes. The company came close to making a sports car with the Speedster Eight models; however, speed had little appeal for Packard buyers, and only 220

Speedsters were built.

Its constant striving for improvement paid

off as Packard met the challenges of the 1930s. On the Twin-Six chassis, the fine coachbuilders such as LeBaron and Brunn made automobiles that defined the classic era in American motor history. During the Depression, Packard remained the leader in luxury sales; however, to protect itself from dwindling sales in 1935, it entered the medium price range with the Packard 120, the creation of George T. Christopher, an engineer wooed from GM to do the job. With its 120-inch wheelbase and \$990 price tag, the new model had great appeal to those who had only dared dream of owning a Packard. The company set its all-time record production figure in 1937.

Then, with its handsome new styling for the Clipper model, the company once more became a strong competitor to Cadillac in 1941. After World War II, Packard resumed production with similar styling for both six-cylinder and eight-cylinder engines. Response was great, but the company lacked the political connections of the larger firms to procure the sought-after steel to make its goal of 100,000 cars. Actual production was less than one third that number.

Down but not out, in 1948 Packard produced its own highly efficient transmission: the Ultramatic. Even with a new body style in 1951, Packard trailed behind General Motors. Then, in 1954, Packard merged with Studebaker, and a Packard with a new look and a new V8 engine appeared in 1955. It proved to be a good year, but in 1956 sales lagged and the last genuine Packards were produced. From then on, the marque became Studebakers with a face-lift.

The final blow came in 1962, when Studebaker-Packard Corporation removed "Packard" from its name. Most true Packard devotees breathed a sigh of relief. Its time was past, but Packard had earned its very singular place in history long before the finish line. ●



Visit George & Eddie Beck's 1937 Packard Super Eight 1500 Touring Sedan on the green today.



On the Green TODAY

1941 PACKARD DARRIN MODEL 180

Owned by Don Sears
Tiburon, California



The term "classic" has never been more deservedly applied to an automobile than to the timeless 1941 Packard Darrin Model 180 that graces the greens of the Serrano Concours today. Owned by Don Sears of Tiburon, this convertible is one of only fifteen built under the umbrella of Packard Darrin that year. The automobile, with its midnight black paint acting as a perfect contrast to its bright chrome trim, is a real showstopper, garnering a Pebble Beach class award, and deemed a 100 point entrant by the California Classic Car Association.

The coupling of the Darrin brand and the Packard marque existed from 1937 to 1942, with Howard A. Dutch Darrin leaving an enduring imprint on the automotive industry. Starting in his teens as a Westinghouse engineer, he invented an electric gearshift for John North Willys, deciding then to spend his career on cars instead of electronics. Stationed in France during WWI, Dutch fell in love with France, returning there after the War to set himself as a custom coachbuilder.

Soon he was building custom bodies for the cream of European society, working on his own or in a successful partnership with designer Tom Hibbard, and later a banker named Fernandez. After he severed his relationship with Packard, the feisty Dutchman would connect with Henry Kaiser, the industrialist, to produce the Kaiser Darren 161, a sportscar in 1954 but their stormy relationship would soon end.

The original owner of the Packard Darrin being shown today was the Consulate General of India in New York. Its next owner was Joe Forno, the mayor of the famous Woodstock in New York during the 1960's.

Sears purchased the car in 1990 with only 26,000 miles on the odometer. The automobile underwent a complete restoration in 1995 with a refurbishing of its paint, chrome, and interior. Appreciate this classic in its glory on the green today. •



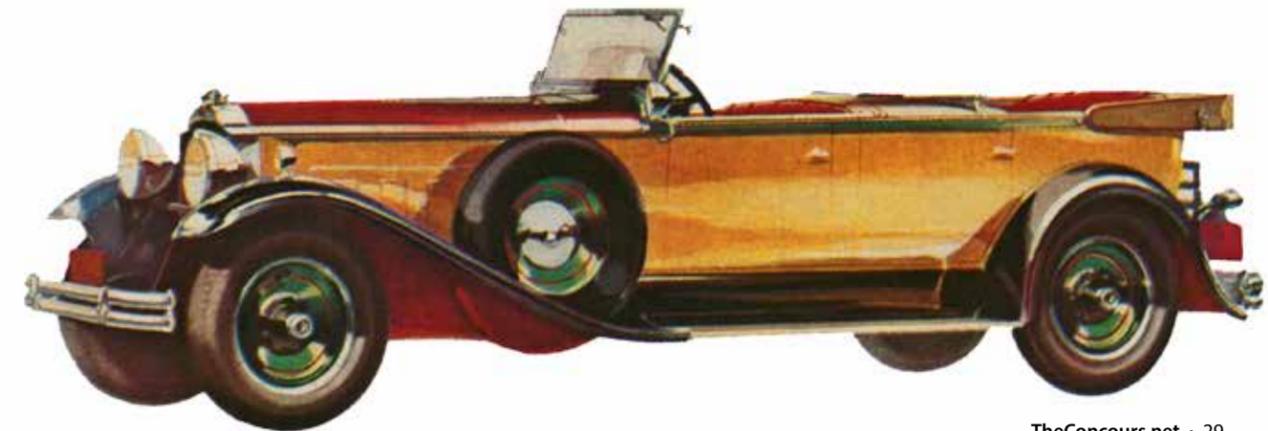
ASK THE MAN WHO OWNS ONE

The most popular version of the origination of the famous slogan, "Ask the man who owns one," is that James Ward Packard, who was president and general manager of Packard Motor Company, received a letter from a man interested in buying an automobile. He wanted more information about the dependability of a Packard. There was no printed sales literature and Mr. Packard was too busy to write about those details. He told his secretary to tell the man to, "Ask the man who owns one". This was the birth of perhaps the most famous automotive advertising slogan ever to originate in America. First published in an ad in *Motor Age* magazine on

October 31, 1901, this motto was used in many advertisements for Packard automobiles throughout the years.

Although no other automotive advertising phrase was ever as well-known or as effective in the marketplace the problem was, that Packard took it too literally. Instead of spending the big bucks on huge advertising campaigns and taking advantage of the "New Media" of television, they depended too much on the "Ask the man who owns one" to get the word out. We now know the results of that marketing plan. The problem was many men are about as talkative as John Wayne was. Ask a woman who owns one for all the facts and the details as well. •

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Packard's Joy Ride

BY JUDYTH BRAVO

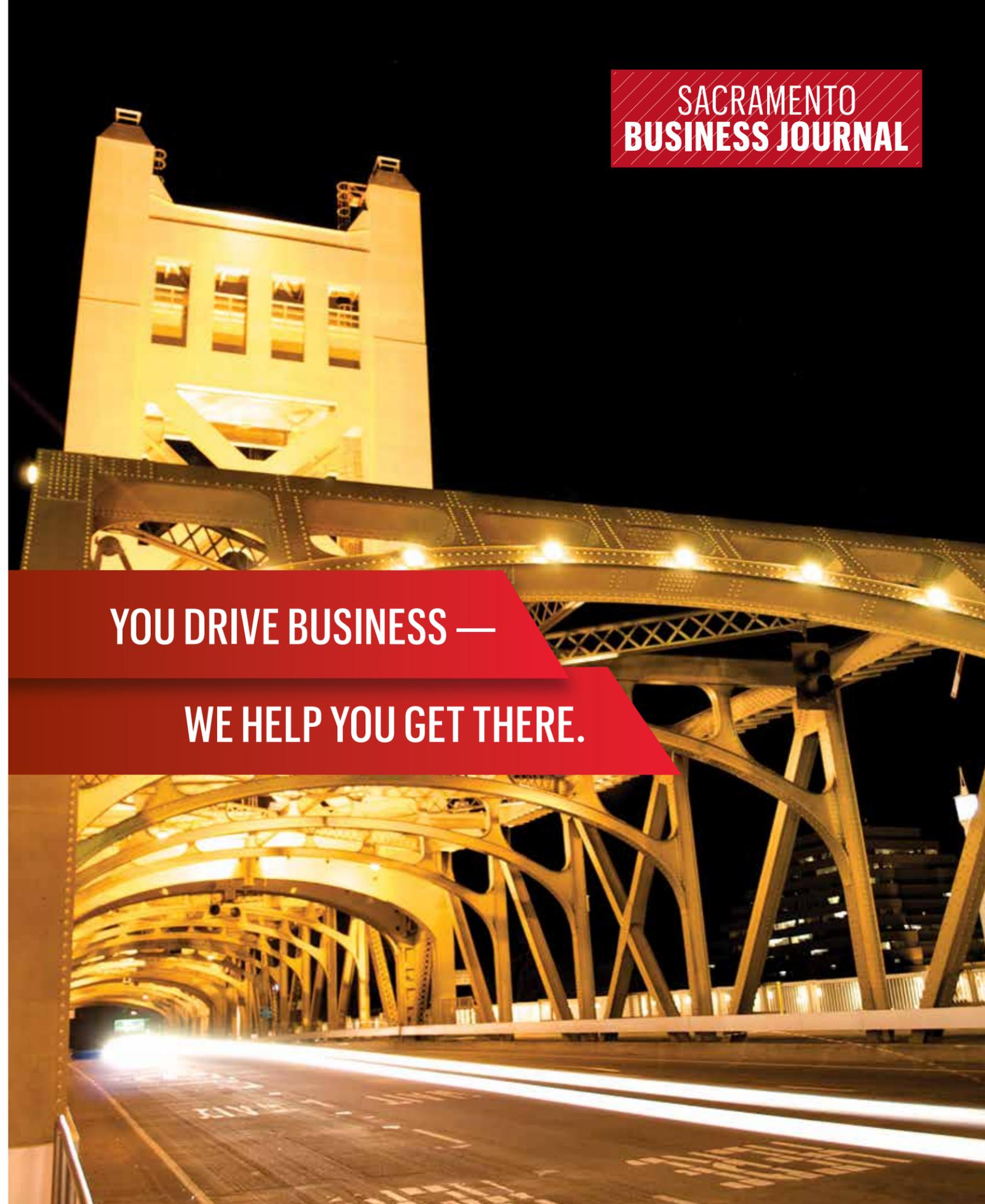
Credit James Ward Packard's obsession with all things mechanical for his leading his Ohio Automobile Company on the road to become one of the most successful automotive firms in America prior to WWII. His insistence on quality control and durable components soon made them the hallmarks of the brand, paving the way for many mechanical innovations. In 1900 Packard introduced not only an "H" patterned gearshift arrangement but also an automatic ignition spark advance to provide a smoother, more efficient engine operation. The next year brought forth a "steering" wheel in place of a "tiller".

Then in 1903, when Henry Joy and his brother-in-law T. H. Newbury along with seven other investors purchased controlling interest in the Ohio Company, the innovations came fast and furiously. First Joy changed the firm's name to the Packard Motor Car to eliminate its regional

connotation. Ultimately he would transform the firm into America's top luxury automobile manufacturer.

Soon Packard introduced spiral bevel differential gears for a quieter automotive experience. Next it became the first mass-produced automobile powered by a V-12 engine, a huge feat within the industry. Then in 1919 a Packard racer with Ralph DePalma at its helm and powered by a 205 cubic inch Packard Liberty Aircraft engine set a land speed record of 149.72 mph.

Packard roared into the 1920's with the introduction of hypoid differential gears which allowed both a lower vehicle height as well as a lower floor height. Next it became the first mass-produced automobile with four-wheel brakes. In 1940 air-conditioning was offered to Packard purchasers as an option, and by 1950 the marque was the only manufacturer to engineer and to produce its own transmissions. •



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A RARE RACER

by Judith Bravo

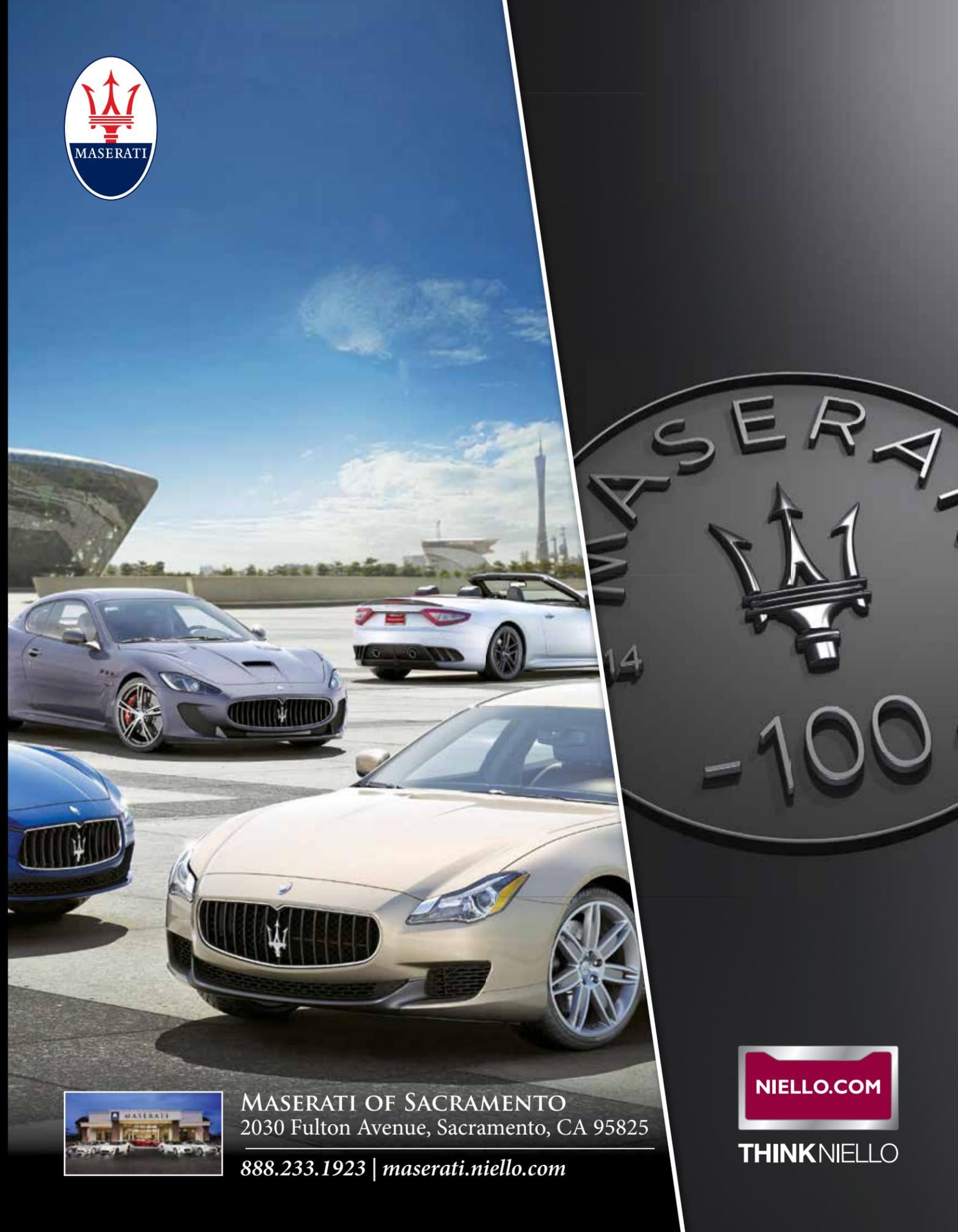
An automotive rarity will grace the green of Serrano when Brian Blain of Visalia, California, exhibits his two-tone model 30 Packard racer at the 11th Niello Concours. Fresh from a total restoration in 2013, and from winning a Class award at Amelia Island, the sleek blue and grey beauty is considered to be the oldest surviving Packard racecar in existence. Although the marque built racecars off and on for its first three decades, including several cars for the Indy 500, the total output was not large and few survive.

Like all automobiles that have survived for more than a century, Blain's racer has quite a tale to tell, if it only could. It was discovered in the 1950's in Argentina in a racing configuration, but it is unknown if it was shipped as a racecar, or simply converted into one there. When found the Packard

had been "adapted" for utilitarian purposes. It probably hauled its fair share of hay in its day. Had it remained in the United States it undoubtedly would have not survived the scrap metal drives of World War II.

Upon its return to the United States it resided in a shed, disassembled, in Southern California while its owner spent fifty years researching for parts to restore it as a touring car, instead of the thoroughbred racer it had been.

Enter Blain who has been restoring and campaigning racecars for the past forty years. The rare racer undergoes a total restoration in 2013 and goes on to race at Sonoma, Laguna Seca, Fontana, Button Willow and the Corona Centennial. Visit this gorgeous piece of machinery that waited a century to fulfill its destiny and the man who made it all possible on the green today. •



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THINKNIELLO

MASERATI: CENTENNIAL CELEBRATION OF EXCELLENCE THROUGH PASSION

By Adam Van Coops

There are very few times in history where we are able to witness a centennial of a marque as iconic as Maserati. This year is a celebration of not only the history of one of the most powerful names in the auto industry, but also the celebration of the future. Maserati was established with a passion for engineering, innovation, and success, and as with any company that has survived a century, there have been times of prosperity and trials. These triumphs and failures over the last 100 years have built a foundation for Maserati that will launch them in to another century of success.

In 1914, three of the seven Maserati brothers, Alfieri, Bindo, and Ettore, form Società Anonima Officine Alfieri Maserati, as a repair garage in Bologna, Italy, just months before Italy gets involved in WWI. The youngest brother, Ernesto, stays behind to run the shop while others are drafted to war. At the conclusion of the war the company begins to manufacture spark plugs, which Alfieri was previously engineering in Milan. It is during this time Alfieri commissioned another brother, Mario, to design a logo for the company that would become one of the most recognized and powerful in the auto industry.

Since the 16th century at Piazza Maggiore in Bologna is one of the city's most important monuments, the Fountain of Neptune. At the center stands a triumphant bronze Neptune, trident spear in hand, projecting the strength and vigor that will sustain the Maserati brand for over 100 years. As was

practice of Italian auto manufacturing, the manufacturer's logo incorporates the colors of the city flag where they are located. In combining the red and blue city colors of Bologna, and the trident from Neptune's spear, the famous "il tridente" logo was born.

Auto racing, engineering, and design were always a passion of the Maserati brothers and it is not long before they create their first race car, the Tipo 26. In 1926 it wins its first outright victory and the brothers begin to sell the car to private drivers who wanted the beautiful, well built, and fast Maserati. This success continues until 1937 when pressure from German cars entering the market forces the brothers to sell the company to Italian entrepreneur Adolfo Orsi. Shortly after purchasing the company Orsi moves Maserati to Modena, Italy, where it remains today.

World War II halts the racing division for Orsi-Maserati, but they continue to produce their famous spark plugs and batteries. It was not until the war ends that Maserati begins production on a car that will shape Maserati in to the company we know today. In 1946 Maserati unveils the A6 which was the first "GranTurismo" Maserati produced. The A6 was a car designed and built for daily use, and like other car companies at the time, Maserati began selling these road going cars to fund their racing division. The A6's concept, design, and heritage were the underpinning of the modern day GranTurismo model

that was introduced in 2007, and has been prominent in many of the production cars through the century.

Maserati went on to have paralleling success in producing race and road cars that left their mark in history. In 1957 Maserati produced the 3500GT which is arguable the most beautiful Maserati ever created. In 1963 the Mistral followed alongside the Quattroporte, which in 1966 with a 4.7 liter V8, the Quattroporte became the faster four door in the world. Throughout the lineage of Maserati models the 4.2 liter and the 4.7 liter V8 show up in various models and then resurface from 2002 on in the Coupé, Spyder, Gransport, Quattroporte, and GranTurismo. While still under Orsi ownership Maserati produced the Sebring, Mexico and the famous Ghibli debuting in 1967.

In 1968 Maserati was taken over by the French automaker, Citroën. This new investment allowed Maserati to be more competitive on the global scale, sharing technology and design. This partnership resulted in the production of the Indy, and allowed Maserati to jump in the mid-engine rivalries with the Bora, that Ferrari, Lamborghini and De Tomaso were already competing in. Under Citroën, the second generation Quattroporte and Khamsin followed before the oil crisis in the 1970's slowed demand for thirsty sport cars.

The oil crisis put Maserati in to receivership and in 1975 the company was purchased by Argentinian born and Italian

transplanted car manufacturer, Alejandro de Tomaso. This ownership change entered Maserati in to the "Biturbo era" with the Biturbo Coupé and Spyder and the Karif. This new direction for Maserati produced small, twin-turbo V6 models with incredible performance that were unfortunately criticized for poor quality and service concerns. In the end of De Tomaso's ownership, Maserati loosely affiliated with Alejandro's close friend and chairman of Chrysler, Lee Iacocca which resulted in the Chrysler TC Maserati. With these underachieving models, combined with a dealer network in disrepair, Maserati was forced to pull out of the U.S. market in 1990.

In 1993 FIAT began purchase proceedings of Maserati which laid the groundwork of the modern day Maserati S.p.a. FIAT commissions Ferrari president, Luca di Montezemolo, to revitalize Maserati in the same way that he revitalized Ferrari in the 1990s. This new partnership with Ferrari brought Maserati back to what it does best; building passionate cars for the passionate people who drive them. Sharing Ferrari's engineering, drivetrains, and design, put Maserati back on the map of performance grand touring automobiles.

The first new offering in Europe was the 3200GT model in 1998 which then developed in to the 4200GT that launched Maserati back in to the United States market in 2002. Known as the Coupé and Spyder in the U.S., along with the performance

MASERATI:
CENTENNIAL CELEBRATION OF EXCELLENCE THROUGH PASSION

version, GranSport, these cars became affectionately known as a “daily driver Ferrari.” The fourth generation Quattroporte was released in 2004 and came to the U.S. market in 2005. Designed by Pininfarina, the fourth generation Quattroporte became an instant classic as the most beautiful four door in the world.

Exposure for the new Maserati products was taking hold when the award winning GranTurismo was launched 2007 and came to the US in 2008. During this time Maserati began distancing itself from Ferrari with its own corporate structure that paved the way for the current and future product lines we see today. The partnership with Ferrari was, and is, still prominent in the design and manufacturing of Maserati engines, but as its own entity under FIAT, Maserati had the freedom to grow in to its own distinct company.

FIAT is currently in the final stages of purchasing Chrysler and forming the seventh largest car manufacturer in the world, FIAT Chrysler Automobiles Incorporated (FCA). Sergio Marchionne, CEO of FCA, last year announced the five year plan of increasing Maserati worldwide production to

50,000 units by 2018. Significant investments, including a new factory in Grugliasco, Italy, product development, and design improvements, were made to produce the fifth generation Quattroporte and the new Ghibli that were introduced late 2013. These models have already had a substantial impact on Maseratis volume which is giving them a very optimistic future. Maserati also plans to release two additional models within the next couple years starting with the Levante SUV in 2015 and the stunning Alfieri Coupe in 2016 that will complete the model lineup.

As we look back through the history of Maserati, they still maintain the heart and soul that has been poured in to their cars since the first Tipo 26 was assembled in that small garage in Bologna, Italy. “Excellence through Passion” is not just a slogan for Maserati, it resonates through all of the products that are created. The formula of performance, luxury, and exclusivity that has made the world fall back in love with Maserati, will be the driving force for what they will deliver car enthusiast well in to the 21st century. •



On the Green

TODAY

1959 MASERATI 3500 GT VIGNALE SPYDER PROTOTYPE

*Owned by Phil White
Atherton, California*

This white convertible with its black top and snappy black leather interior piped with white has the distinction of being both the first prototype of the Vignale Spyder and, technically, the very first production Maserati convertible due to the fact the other prototypes using the coupe frame never made it into production. This singular Maserati had passed through several stewardships before it finally landed in 2010 in the hands of someone who was willing to restore it to the condition the elegant vehicle deserves. The sensitive restoration that was able to salvage much of the original leather upholstery was completed in 2012 (see the process online at www.thecarnut.com). Shown here by its latest owner Phil White this Maserati possesses many unique motor, dash, and body features including a convertible top that folds down inside the body, disappearing completely. Appreciate this one of a kind vehicle on the green today. •



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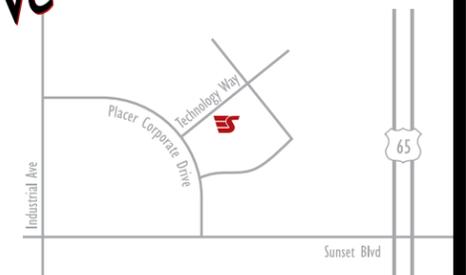
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The Making of a Champion

A History of Maserati Racing

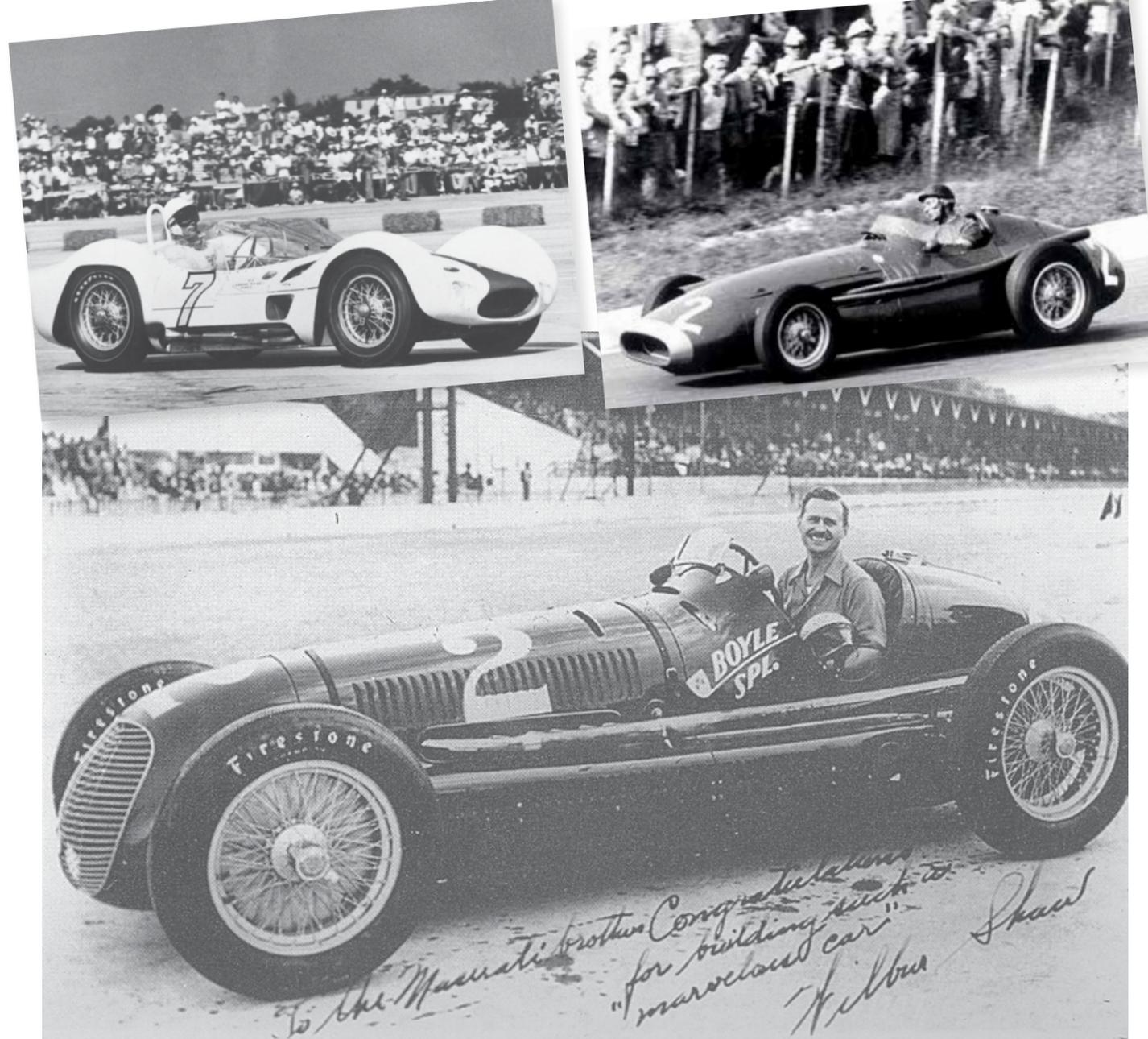
by Robert T. Devlin

What's in a name and how many pre WWII manufacturers of enthusiasts' sports and racing cars survived to continue to this date?

Not many, just a hand full and the route has been a devious one for Maserati, which might be an understatement! Greatness in design as measured over the period of time, under the Trident logo, Maserati has certainly fulfilled both competition results and luxury ascetics for the past 100 years as few, if any, can begin to match. Founded in late 1914 by Alfieri Maserati in Bologna, Italy, intellectual center of that great nation, he was soon joined by brothers Bindo, Ettore and Ernesto, a foursome of talent. Artist brother Mario next designed the Trident logo inspired by the statue of Neptune and his pronged lance in the

Bologna central plaza.

Maserati most always designed and built great handling cars for the road and the track. When compared with the competition, be they luxury grand touring, sports racing or Grand Prix cars, their chassis were quite advanced in most every time period versus the British, German and other Italian constructors products which drive more truck like; happy when going in a straight line but less so under threshold braking and attempting to turn into the apex of a turn. This quality can be seen when comparing various models with differing engine and technical developments almost from the beginning and on the track most noticeable with the 250 F Grand Prix and Tipo 61 "Birdcage". These race cars were most pleasant to drive when



on the absolute limit while others of their eras tended to plow and stutter their way into and around a turn in the road. While Maserati did not always have the advantage in their engine development, they most always did when it came to chassis development.

GREATNESS IN DESIGN ATTRACTS GREAT DRIVERS

Juan Fangio was age forty-six when he won his fifth and final World Championship in Formula One racing. In 1951 he won in an Alfa Romeo 159, in 1954-55 he won back to back victories in the Mercedes-Benz W 196, in 1956 he won driving a Ferrari D-50 and in 1957 racing a Maserati 250 F, winning races in Argentina, Monaco, France and Germany. That's four years in succession winning the Worlds Driving Championship. His

victory over the Ferrari 246 Dinos of Mike Hawthorne (age 28) and Peter Collins (age 26) using tactics of less fuel to lighten the car in the early laps to stopping to refuel and charge on in the final lap to pass the two Ferraris that were then leading the race. This is why they referred to him as the Maestro showing the younger aspiring drivers the way around the various circuits in Europe and South America.

Wilbur Shaw drove the Maserati 8CTF Boyle Special to two consecutive wins at the Indianapolis 500 in 1939 and 1940. This was the first time a car and driver had won this prestigious race twice in succession and not repeated until Bill Vukovich did the same trick in 1953 and 1954 in the Keck Fuel Injection Special Kurtis 500. •



THE 2013 SCCA CHAMPIONSHIP AWARD

1933 Packard 1005 Convertible

Owned by Aaron & Valerie Weiss of San Marino, California

The 11th Annual Niello Concours at Serrano is proud to be a Sports Car Club of America sanctioned event. Since 1944 the SCCA has brought motorsports to Americans who share a passion for automobiles, speed and competition. From National Championships to regional events, from the professional arena to the amateur, SCCA has organized, supported and developed auto racing at every level for over six decades.

Automobile enthusiasts owe the SCCA for not only keeping the race flame alive but for doing the same for car shows known historically as "Concours d'Elegance". SCCA has provided, over the years, a judging matrix that has made comparison of various vehicles fair and objective by judging them on the basis of overall originality and the degree of perfection in their restoration. The guidelines and rules that were set down by the governing body of the SCCA Concours Division are such that the automobiles being showed must be as they came from the factory. Any upgrade or deviation from the manufacturers original design of the automobile will result in points lost.

Most entrants take great pride in keeping to this standard. In 2008 the SCCA set in motion a new policy; there will be a championship awarded to the automobile that has the greatest number of points for the concours season. Each automobile, upon entry into a SCCA Concours, will receive five points. For 1st in class five points, for 2nd in class three points, and for 3rd in class two points. The automobile that is chosen Best of Show will receive ten additional points. The automobile that has the greatest number of points at the end of the concours season will be declared the Concours Champion for that year. This automobile will be exempt the following year only from the Concours Championship Award but may enter in all shows and be eligible to be a class winner, thus not having the same automobile winning the championship year after year. After a one year absence the automobile will be again eligible for the championship competition.

The points have been tabulated for the 2014 season by the SCCA and the award will be presented today at the 2014 Niello Concours at Serrano.

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

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



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A photograph taken from the driver's perspective inside a vintage car. An elderly couple is looking out the windshield at a bright, sunny beach scene. The man is on the left, wearing a yellow and white patterned shirt. The woman is on the right, wearing a dark top. The car's interior, including the steering wheel and dashboard, is visible in the foreground. A blue semi-transparent box is overlaid on the right side of the image, containing text.

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T ABRAHAM

Community Relations



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

JESSE A. BRAVO

Photographer - Consultant



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

JUDYTH BRAVO

Consultant



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

ANTHONY M. DE ARCOS

Project Manager



Anthony M. De Arcos has over thirty years of professional experience, including fifteen years in the construction industry and over eighteen 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. Now in her sixth year working on the Concours, Megan continually looks for new ways to enhance The Niello Company presence throughout the event. Prior to The Niello Company, Megan was the Merchandising Marketing Manager for Pulte Homes and Del Webb, a national home builder.

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

BOB FINKBEINER

Event Logistics



Bob was raised by a car crazy dad who loved and restored antique automobiles. One event that spurred his passion was when their dad asked Bob & his brother if they would rather have him accompany them to Cub Scouts or stay home with him and work on the old cars. Their response was instant and unanimous. Working with and learning from their dad about cars would lead to a lifelong bond and passion. Bob grew up loving not only antiques but anything with a gas pedal and a brake. He was not old enough to drive (legally) when he bought a 1929 Model A Coupe which he still has. And not many high school seniors owned a 1960 Corvette, but Bob did and was happy to drive the Homecoming Queen in the parade. One of Bob's favorite pastimes is hunting for "vintage tin". He and

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

SALLY FINKBEINER

Honorary Judges Liason



Sally Finkbeiner has been a lifelong fan of the automobile due to early influences by her big brother Bill. While she was in elementary school Bill restored a 1929 Model A and allowed her and her girlfriends to ride in the rumble seat. A few years later he purchased a 1956 Corvette and her love for a fast car was off and running. So it just seemed natural to marry Bob Finkbeiner, also an avid car enthusiast. In fact she's pretty sure Bob married her for her brother, Bill. In Sally's professional life she is a commercial property manager managing a beautiful high-rise office building in downtown Sacramento. She holds a bachelor's degree in business management and is active in several commercial real estate organizations. She is involved heavily in her church where she is a leader in the kindergarten classroom, plays the piano wherever she's needed and is a long time member of the church choir. Family time revolves around two grown sons and their families including three grandsons.

DOUG HARVILL

Awards Emcee



As a child, Doug Harvill's passions centered around automobiles and radio. Not much has changed since then. One of those passions is a favorite hobby and the other is a longtime career. Doug is Senior Vice President and Market General Manager of CBS Radio in San Francisco including All News KCBS AM & FM, LIVE 105, Alice@97.3 and 99.7 NOW FM. In addition, Doug is accountable for the highly-acclaimed KCBS newsroom that has won an unprecedented twenty-three national Edward R. Murrow Awards - the most prestigious recognition awarded by the Radio Television Digital News Association (RTDNA).

His passion for all things automotive continues as well. In addition to serving as emcee of the Niello Concours at Serrano, Doug provides news reports from automotive events as diverse as racing at Sonoma Raceway, the Indianapolis 500, the Rolex Monterey Motorsports Reunion, Concorso Italiano and the Pebble Beach Concours d'Elegance.

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.

BEN SALERNO

Upper Concours Field, Crew Chief



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

STEVEN P. HELLON

Official Concours Photographer



Steven Hellon was destined to be a photographer long before he even held a camera in his hands. While growing up in St. Louis, Mo. Steven's aunt would visit from Oakland, California always accompanied with her Polaroid camera. Steven was so fascinated with how images taken with that camera just appeared out of thin air. Years later he became obsessed with buying a camera and becoming a photographer. After moving to California in 1971 graduating from High School in 1974 and working for fifteen years in the restaurant business, Steven decided to pursue his passion. He attended Sacramento City College, studied photography and later landed a position with the State as a photographer photographing Governors Wilson, Davis, and Schwarzenegger. Steven has owned his own business since 2003 and continues to freelance commercial assignments through out the State and other countries - Greece, China, Italy, and more to come.

DWIGHT O. "SPIKE" HELMICK, JR.

Tour Commissioner



Dwight O. "Spike" Helmick, Jr. started his 35-year career with the California Highway Patrol in 1969. He served in all ranks within the Department before he was selected as the Deputy Commissioner in 1989. In 1995 he was appointed Commissioner by Governor Pete Wilson and subsequently served Governors Gray Davis and Arnold Schwarzenegger. He is currently an associate professor with California State University, Long Beach and does private consultant work. He graduated from Golden Gate University and the FBI National Academy. He and his wife, Deb, have two married daughters and five grandchildren.

ROSIE KESSELL-KRACHER

Director Public Relations



Rosie recently retired from a twenty-eight year career in law enforcement, where she served the Folsom community in a variety of assignments. Her experience in raising her two children and efforts in community service have enhanced her involvement with the Niello Concours over the past eight years. Rosie and her husband are now empty nesters who enjoy many outdoor activities. Rosie's new job is helping runners at a local specialty running store and for fun she trains for Ironman triathlons.

JOHN McNAMEE

Chairman Concours Branding



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

BRANDON MOORE

Concours Field, Crew Chief



Brandon, the son of event organizers Brian and Michele Moore, has been comfortably stuck in the world of cars since birth. Growing up working at "the shop", Brian D. Moore Restorations, with his father, Brandon experienced rare automobiles firsthand and has cultivated his own passion for unique vehicles. Taught by Brian, he has not only mastered the art of wet sanding, but has developed the skills necessary to run a successful business. Brandon currently owns and operates a Sacramento area pool service company, BTM Pool Service, and is proud to be an active member of his community. Going on his fourth year of being a business owner, Brandon has set high goals for the company and is excited to see it prosper.

Maintaining meaningful relationships with his family, friends and clients is extremely important to

Brandon while always managing to leave time to play fetch with his four legged best-friends.

KATE MOORE

Awards Coordinator



Kate found her love for cars when she met, fell in love with and married Brandon Moore, son of Brian and Michele. A University of Nevada, Reno alum, Kate ensures that the Moore house is always rooting for The Pack! Currently working as a paralegal for a law firm in Midtown Sacramento, she's on her way to a prolific career in law. Kate enjoys spending quality time with friends and family, good food and great wine!

DAVE MUELLER

Volunteer Coordinator



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

JIM PERELL

Concours Commentator



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

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

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

ADVISORY BOARD

2014

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

CHERYL ROMMEL
Vendor Concierge



This is Cheryl's fifth year working with the Niello Concours at Serrano. She welcomes new challenges and is enjoying this latest endeavor. Her many years of volunteer work with the PTA and various youth groups has given her an appreciation for what can be accomplished when many give a little for a common goal. She works as a clerk for the San Juan Unified School District.

Both jobs affording her the time to do what she loves most, spending time with her family. Cheryl and her husband of 31 years, Tye, can often be found at their cabin in the Tahoe National Forest enjoying the outdoors and quiet of the mountains.

SUMMER WRIGHT
Marketing Manager, The Niello Company



Summer has been with The Niello Company since May of 2007. As Marketing Manager, she oversees the advertising, digital presence, events, public relations and community outreach for all fourteen Niello dealerships. Prior to her appointment at The Niello Company, she was Marketing Director for Oregon State University Athletics, managing all areas of marketing and promotion for the Men's and Women's Athletic Programs. Summer's career began in television as the Promotions Director for the local NBC affiliate in Chico, CA.

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



On the Green TODAY

1955 MERCEDES-BENZ 300 SL GULLWING COUPE

Owned by Bob West
Shingle Springs, California

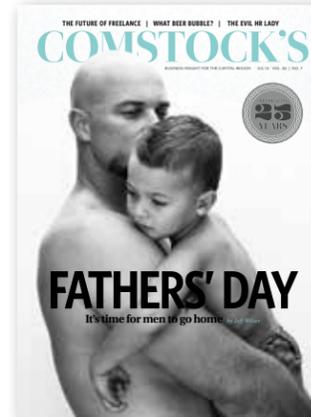


Sixty years after its debut, this spectacular automobile remains undeniably one of the most beautiful ever built. Adding to its enduring appeal, the car is packed with innovative technology such as a slanted incline six-cylinder engine, fuel injection, a lightweight frame, and those iconic wing-like doors. As with many automotive advances, the 300 SL's groundbreaking features were developed from the marque's racing experiences. Built by Daimler-Benz AG, the production model was based on the highly successful 1952 race car, the Mercedes-Benz W194 series 300SL.

To make the most of the race car's horsepower, Mercedes engineer Rudolph Uhlenhaut developed a frame of thin tubing that weighed just 110 pounds. Mercedes couldn't cut into the frame to fit conventional doors without sacrificing stability, so its doors were hinged to swing up instead of out. Instead of being simply for the sake of aesthetics, the gullwing doors were a case of form following function.

Max Hoffman, the official importer of Mercedes-Benz cars to the United States was convinced that a production version of the racecar would be a huge hit with the American market, and so the 300 SL Coupe was born, complete with the tubular frame and those glorious doors. Between 1954 and 1957 Mercedes built 1400 Gullwing coupes, 80% being sold in America. The engine had 215 horsepower, going from 0 to 60 in eight seconds, and had a top speed of 161 mph making it the fastest production car of its time.

The Mercedes-Benz 300 SL Gullwing Coupe on the green today was originally purchased in 1955 from European Motors in San Francisco by the well-respected surgeon Dr. Glen Harmon of San Jose. In the eighties the good Doctor, definitely a hands-on kinda guy, undertook a total restoration of the automobile, doing the repainting himself. Mr. West is the second owner of this crowd-pleasing car, having purchased it in the nineties. •



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COMSTOCK'S
MAGAZINE



50 Years of the Mustang

By FRANK WEISMANTEL



Let's start a fifty year celebration with a simple question: Why should all of us Ford Fanatics hold such powerful respect and admiration for Lee Iacocca? Surely the man who saved Chrysler and brought out the Viper isn't the least bit important to the 50th Anniversary of the Mustang. Well, consider this:

Without Lee we'd never have a Ford Mustang. His vision, passion and understanding of the automobile industry were the most important factors in the birth of the Mustang. Instead, we'd probably be celebrating the 64th Anniversary of the Ford Falcon, the predecessor, and donor of lots of parts, to the game changing Ford Mustang. Ford was pretty pleased with their product selection and saw no benefit in a new category of machine. Lee didn't agree.

Born out of real genius and the Falcon parts bin, the Mustang was conceived in 1961 and took three years of persuasion, financial forecasting and one of a kind design efforts to launch the car that changed the entire image and future of the American sports car. Corvettes were nice and Thunderbirds were cool but there were no cars available that offered ANY

fun to drive, were great looking and were affordable. That's where the Ford Falcon sat. The Falcon was nothing more than a highly average (read: not fun), not so great looking, yet very affordable ho-hum car. That was all Ford had to offer the masses.

The Mustang was introduced as the answer to this gap in their product line. Good looking, under \$2,500.00 and using many, many parts out of the existing Ford parts bin to minimize the development costs of a new product. Believe it or not, we should offer thanks to Ford for the Falcon. Most of the original Mustang drive train came from the Falcon. Of course, Ford did not go all out to advertise that particular fact!

In its first twelve months, Ford sold almost a half-million Mustangs; a very good launch indeed. I'd bet Mr. Iacocca received a modest bonus. Along with that, he received a visit from a tall man from Texas, Mr. Carroll Shelby. Together they launched the Shelby Mustang dynasty. But... that's another story. Basically, they agreed that Shelby would have a few hundred 1965 Mustang fastbacks delivered to the Shelby factory in southern California and the Shelby G.T.



350 was produced. Later there would also be a G.T. 500. They were not the quickest in a straight line but they were a force to be reckoned with on any road course. In many ways, they were instrumental in making the Mustang the most popular of any of the pony cars. The legend of both the Mustang and Carroll Shelby was assured.

After 1965, Ford made many modest changes to the Mustang but started making the car larger and heavier. By the time 1970 arrived, the Mustang was almost as large as a Mercury Cougar and was losing an uncomfortable amount of its charm. There was some good news...while the size of the car increased, the size and power of the available engines increased as well. Competition suspension and much larger tire and wheel packages rounded out a fine, fast, good handling machine. The Mustang most certainly did not lose its commitment to performance. That was proven in the movie Bullitt, starring Steve McQueen. The ten minute car chase scene with McQueen driving a green 1968 GT 390 Mustang firmly established Mustang as the cult choice of the super-cool. Maybe you couldn't become Steve McQueen, but you could buy his car.

Also, with Ford competing heavily in NASCAR, the need for better and stronger motors led Ford to shoehorning such amazing engines as the 429 cubic inch "semi-hemi" in order for it to be produced in numbers to allow homologation for NASCAR competition. While the Mustang was never a NASCAR competitor, it did find a home, and plenty of victories, in both NHRA Drag Racing and the SCCA Trans-Am Series. The Trans-Am series was an important part in launching one of the most desirable, non-Shelby, Mustangs ever. The Boss 302 was introduced in 1969. It was a very good year, not only

was the Boss 302 introduced, we saw the first Mach 1 and the Boss 429. Nineteen sixty-nine was indeed the year of glorious horsepower with sanctioned competition being the driving force and the Mustang customer the beneficiary of Ford's commitment to winning at every type of racing.

Along came the seventies and the "Oil Shortage". The emasculation of the Mustang began in 1972 along with every other performance product in the USA. While the car remained as one of the most desirable sports cars of all time, government regulation slowly but surely turned the king of beasts into a paper tiger. For Pony Car fanatics, the seventies were sad times indeed. Regardless, Ford continued to improve the Mustang in other ways so the car could still offer some pleasure to drive and remain delight to look at. It might not turn ten second quarter miles but it could still carve canyon roads while bringing a smile to the driver's face.

Still, 1980 was far and away the worst year for the Mustang from the standpoint of performance. While they did continue to put a V-8 motor in the car, it only offered 119 horsepower. To add insult to injury, the highest performing Mustang of 1989 was the 4-cylinder model whose engine had a disturbing habit of blowing itself into tiny bits. Along with the Camaro and the Challenger, all those proud pony cars limped through the seventies and well into the eighties until Ford declared they had enough and decided it was time to introduce the 5.0 H.O. Mustang.

Finally, in 1982 Ford decided to go back into the "Performance", such as it was allowed to be, car business and introduced the 5.0 HO Mustang. They called it a high output motor and they meant it. Believe it or not, since this was 1982, the car offered a whopping 157 horsepower and was considered one of the most powerful of its model year. Despite

the feeble horsepower, the car was put together thoughtfully enough



50 Years of the Mustang



to at least manage 0-60 in a hair under eight seconds. That was a real performance improvement.

People who owned 1968-1970 Mustangs yawned. The rest of the world applauded. Basically, this was the car that saved the Mustang name and heritage. Introduced as a performance option package, the 5.0 brought sales back with a bang. Also, the world took notice when the California Highway Patrol bought 400 Mustangs as Police Interceptors for high speed pursuit. The mystique was returning.

It is a miracle the mystique returned. The eighties were dark times for the Mustang. In 1987, Ford decided that the cars of the future were moving towards front wheel drive and smaller engines. It appeared the Mustang as the world knew and loved it was about to be dead and buried. The world spoke up. Thousands of letters and calls inundated Ford leadership demanding that they left the Mustang the hell alone! Ford was wise enough to listen and the Mustang was saved.

Unfortunately, Mustang sales continued to slow. The car was losing its focus and there were too many variations to the point that no one really knew what the car was all about. Ford needed to refocus on the desires of the customer base who wanted a car that offered high performance, not a non-functional hood scoop and nice decals.

The Mustang brand limped along until 1994 when a major face-lift, actually a complete redesign, occurred. Once again, the Mustang was presented as a high performance car. Mustang

was always associated with dominance of the pony car genre and the 1994 rework was a good first step in bringing Mustang back as a Pony Car Leader.

At this point in its evolution, Mustang pretty much hit her stride and Ford offered a desirable, fun to drive Pony Car for the next ten years with nothing but minor changes. No one was ready for 2010, the year when Ford finally turned the Mustang back in to the car that the world fell in love with in 1966. The 2010 Mustang was completely "Retro" and paid total homage to the 1966 fastback design.

In 2011, Ford decided that the Mustang really needed to make a statement. The Camaro was looking better and quicker than ever and the Challenger was reintroduced as a genuine pavement pounder with the SRT-8 having over 425 horsepower. The bar was being raised by the competition and Ford needed to do something to restore the Mustang to the head of the Pony Car Clan.

The Mustang of today is probably the best package ever of speed, handling, appearance, value and quality. The Mustang, and to a certain extent Ford itself, survived the Oil Embargo, terrible marketing decisions, a luxury Mustang II, cost cutting, apathetic leadership and a host of other challenges. Despite all those challenges, we now enjoy a Mustang that is living large and sits ready for the next 50 years. Did I mention there is a completely new and redesigned Mustang coming out in 2015? That's another story! •



On the Green TODAY

1964 1/2 MUSTANG CONVERTIBLE

Owned by Richard Hobas
El Dorado Hills, California

This Ford Mustang rarity has weathered the past fifty years very well, having only 67,448 miles on its odometer when proud owner Richard Hobas purchased it two and a half years ago from Hendrix Motors of Charlotte, North Carolina. To fully appreciate its 1964 1/2 demarcation requires a short history lesson.

On April 17, 1964, the Ford Mustang was introduced to the public at the New York World's Fair. The car was an instant hit with Ford taking 22,000 orders by the end of the day. There were 121,538 units produced during the first production run of which 28,883 were convertibles. Mustangs produced between March 9 and July 31 were referred to as "1964 1/2" by enthusiasts although technically they were 1965 models (the second run began August 17, 1964).

Hobas has upgraded his Mustang to be mechanically safe while remaining true to its 1964 1/2 heritage. The tires were replaced with steel belted radials, the generator was replaced with an alternator, front disc brakes were added, and the ruby beauty was christened "Betsy." Furthermore, her backend was rebuilt and her drive shaft rebalanced. A daily driver, she has her share of warts and dings.

Hobas and Betsy can be found at one car show or another every weekend from April through October. Visit the happy pair on the green today. •



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

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

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Established in 1971 and headquartered in Scottsdale, Arizona, Barrett-Jackson, the world's leading collector car auction and automotive lifestyle event, specializes in providing products and services to astute classic and collector car owners and automotive enthusiasts around the world.

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

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Newly redesigned and refined for 2014, the magazine's content features the entrepreneurs who inspire us, leaders whose passion ignites our region's potential, visionary developers who shape our cityscapes, issues that impact our quality of life and much more. We also provide tips and tricks to boost your business or career, take you to the hottest new destinations for fun, food and "fermentation" and provide behind-the-scenes, captivating photo essays of some of the area's most unusual professions. Our all-new and more interactive website was just launched providing unique content, useful local event info and opportunities to plug into your community.

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Experience the Jaguar F-Type on the green today at the Niello Concours at Serrano. Look for the Jaguar Sacramento Ride & Drive under the covered bridge and get behind the wheel of a new Jaguar F-Type Convertible or Coupe, and see for yourself a vehicle that is so alive it roars.

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

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

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Serving the area for six decades, spanning a two-generation history, Lyon has nearly 1000 agents in seventeen offices throughout a four-county region. Our agents receive ongoing education as skilled marketers, negotiators and real estate advisors; they understand the intricacies of buying and selling a home, so you don't have to. Together with the latest tools and resources, you receive the facts and expert guidance needed to increase your knowledge, putting you in control of your financial destiny.

MASERATI OF SACRAMENTO

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Maserati of Sacramento will have a stunning display of Maserati models including the all-new Ghibli and redesigned Quattroporte in celebration of the brands' Centennial anniversary. Taking reservations for private test drive experiences throughout the day, Maserati of Sacramento invites you to take a closer look at the brand, and its fine automobiles at this year's Niello Concours at Serrano.

NIELLO PORSCHE

916.625.8300

While on the green today, be sure to stop by the Niello Porsche Boutique to see the newest Porsche gear and merchandise. With an array of products on display, from shirts and jackets to luggage and travel mugs, you're sure to find the Porsche merchandise you've been looking for here. Also on display will be a 2014 Porsche 991 outfitted with a skybox and bicycle rack holding an impressive Porsche road bike. If you're a Porsche enthusiast or new to the brand, we're sure to have something for everyone.

SACRAMENTO BUSINESS JOURNAL

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The Sacramento Business Journal is the best resource for local business news within El Dorado, Placer, Sacramento and Yolo counties. Our objective is to connect the business community with our printed product, online features and in person events. Get endless contact information, breaking news and critical analysis of major issues affecting local business. Follow regional trends in print or online in all major local industries including Healthcare, Finance and Banking, Tech, Hospitality, Architecture, Real Estate, Insurance, and more. Prospect fresh weekly leads from our Top 25 Lists, Online Edition, People on the Move and Biz Leads sections. We take great pride in our product, region and our readers.

VENDORS ON THE GREEN

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On the Green TODAY

1911 NATIONAL FACTORY RACECAR
Owned by Brian Blain
Visalia, California



If automobiles had emotions, this 1911 National factory racecar would be very grateful to owner/racer Brian Blain for getting it back on the racetrack where it was born to be. The racer got off to an illustrious start, racing in the first Indy 500 in 1911 where it garnered seventh place with Charlie Merz at the helm. Two other nationals made up the factory's team in this ground breaking race. These team cars were "stock" cars with shortened frames, higher gearing, and highly modified engines.

In 1916 the car was shortened further and its bodywork narrowed to become the "Cody Special" in order to compete in the 1916 Santa Monica Road Races and driven by movie stuntman Bill Cody. Its professional racing career ended in 1918 when, no longer competitive for any top racing series, it was driven by one of the "Speederettes" in the first women's professional racing series promoted by Omar Toft.

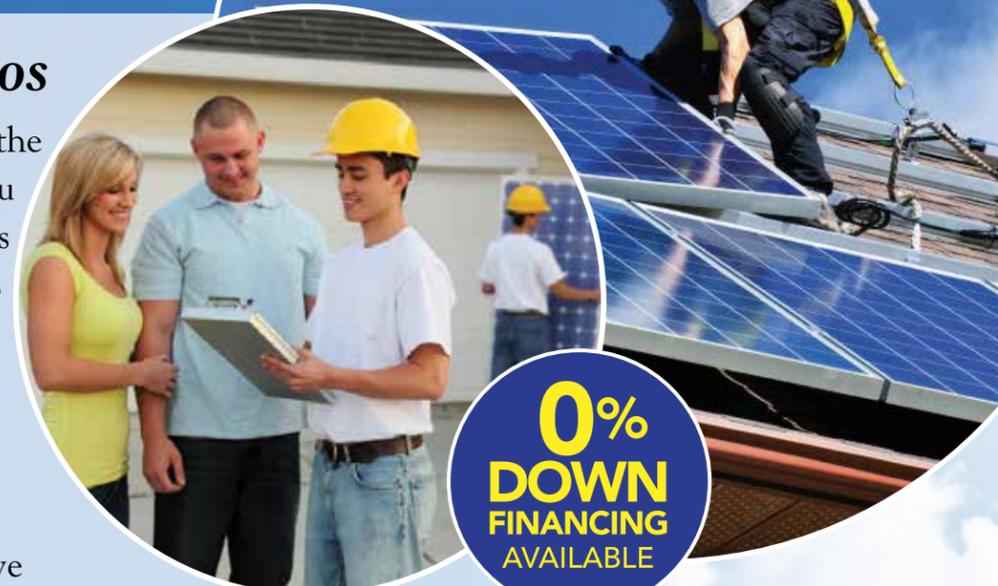
Eventually the racer found its way to Indiana where it was modified into a touring car. Enter Blain to save the racer in distress, restoring the blue beauty to its original configuration in 2011 to participate in the Centennial Celebration of the Indy 500 (Blain likens his task more to an archaeological project than a routine restoration). Interestingly, National still holds the record for the largest engine ever to win the Indy 500 (its four-cylinder engine displaced 490 cubic inches). Hear of more racing feats of this car and its driver on the green today. •

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THE MARQUE OF PACKARD

CLASS P-1 ~ PACKARD EARLY

1912 Packard Model 30 Racecar
Brian Blain of Visalia, California

CLASS P-2C ~ SENIOR PACKARDS CLOSED

1937 Packard Super Eight 1500 5 Passenger Touring Sedan
George & Eddie Beck of Concord, California

1939 Packard 1708 V12 Sedan
Gary & Mary Gunderson of Yuba City, California

1934 Packard 12 Club Sedan 1107
Allen Nelson of San Mateo, California

1936 Packard 1400
David Pava of Shingle Springs, California

CLASS P-2 OPEN ~ SENIOR PACKARDS OPEN

1928 Packard Model 526 Convertible Coupe
Fred Hill of Lafayette, California

1934 Packard Dual Cowl Sport Phaeton 1104 Super 8
Larry Nannini of Colma, California

1940 Packard Super 8 160 Conv. Coupe
Danno Raffetto of Placerville, California

1935 Packard Convertible Sedan
The Niello Company

CLASS P-3 ~ JUNIOR PACKARDS

1941 Packard 120 Wagon / Cantrel Body
Ron Carpenter of Alamo, California

1940 Packard 120 Station Wagon
George Myers of Red Bluff, California

1939 Packard 120 Station Wagon
George Myers of Red Bluff, California

1938 Packard 1185 Coupe
Richard Taylor of Auburn, California

1937 Packard 115 Convertible Coupe
The Niello Company

CLASS P-4 ~ PACKARD 1948-1958

1958 Packard 58-L
Hugh Franks of Mountain View, California

1948 Packard Custom Eight Convertible
Jon Fuiks of Sacramento, California

1956 Packard 400 HT
Richard Gould of West Sacramento, California

1949 Packard Custom Eight Convertible
Bill Norton of American Canyon, California

CLASS P-7 ~ THE COACH-BUILT PACKARDS

1931 Packard 845 DeLuxe Eight Newport Sport Sedan by Dietrich
Rob & Jeannie Hilarides of Visalia, California

1929 Packard 645 Dietrich Roadster
Dana Morgan of Scotts Valley, California

1929 Packard 645 Individual Custom Dietrich Roadster
Patrick Phinny of Carmel, California

1941 Packard Darrin Model 180 Series 1906
Don Sears of Tiburon, California

MASERATI CENTENNIAL

CLASS M-3 ~ MASERATI 3500 GT

1961 Maserati 3500 Vignale Spyder
Eugene Ogorman of Pleasanton, California

1959 Maserati 3500 GT Vignale Spyder Prototype
Phil White of Atherton, California

CLASS M-5 ~ MASERATI GHIBLI & INDY

1965 Maserati Ghibli Coupe
Tony Carpenter of Lincoln, California

1967 Maserati Ghibli Coupe
James Drinker of Placerville, California

1972 Maserati Indy
James Gee of Carmichael, California

1971 Maserati Ghibli 4.9 SS
Richard Gray of Carmel Valley, California

CLASS M-6 ~ MASERATI MERAK, BORA & KHAM SIN

1973 Citroen SM
Gary Marquis of Chico, California

1975 Maserati Khamsin
Robert Schmitz of Loomis, California

1977 Maserati Merak SS
Don & Sandi Treadwell of Gilroy, California

1980 Maserati Merak SS
Bruce Wagner of Salinas, California

1973 Maserati Bora
Wilson Werban of Walnut Grove, California

CLASS M-8 ~ MASERATI 1986 TO PRESENT

2004 Maserati Cambiocorsa
Betsy & Mark Andrews of Newcastle, California

2014 Maserati Ghibli
Carol Asmus of Sutter Creek, California

2006 Maserati Gran Sport Limited Edition
Omar Kitanoff of Sacramento, California

1986 Maserati Quattroporte
Bill Overhauser of Rancho Murietta, California

2009 Maserati Gran Turismo S
Lance Suder of El Dorado Hills, California

CLASS AB ~ US CLASSICS 1925 TO 1948

1929 Pierce-Arrow Convertible Coupe
Joe Hensler of Fair Oaks, California

1933 Pierce-Arrow 1236 Salon Club Sedan V12
Lynn Kissel of Cameron Park, California

1939 Buick 81C Roadmaster Convertible Sedan
John Milliken of Westlake Village, California

CLASS C ~ EUROPEAN CLASSICS 1925 TO 1948

1938 Talbot Lago T 150-C Coupe
Academy of Art University, San Francisco

1938 Mercedes 540K Special Roadster
Roger Orton of Sacramento, California

CLASS D ~ 2013 WINNERS ROW

1929 Rolls-Royce Shooting Brake
John Carey of San Jose, California

1952 MG TD
Christopher Couper of Shingle Springs, California

1926 Hupmobile Model A Roadster
Richard Gray of Folsom, California

1953 Desoto Firedome Convertible
David Greene of Alameda, California

1972 Ferrari Dino
Joe Hensler of Fair Oaks, California

1965 Porsche 356 Coupe
Jerry Kilianny of Granite Bay, California

1969 Porsche 911 Coupe
Tom O'Callaghan of Auburn, California

1957 Chevrolet Bel Air
Patrick Rogers of Rescue, California

1962 Ghia L 64 Coupe
John White of Sacramento, California

CLASS E-2 ~ PRESERVATION POST WWII

1947 Cadillac 62 Sedan
Domenic Bavaro of Fresno, California

1955 Oldsmobile Rocket 88
David Feldersten of Sacramento, California

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

1963 Ford Galaxie XL
Paul Stringham of Loomis, California

CLASS F ~ MUSCLE CARS

1970 Ford Torino GT
Deborah Clendenning of El Dorado Hills, California

1972 Plymouth Roadrunner
Glen Cramer of Sloughhouse, California

1969 Chevrolet Camaro Z/28
Arron Lindgren of Roseville, California

1966 Pontiac GTO
Gary Mohr of El Dorado Hills, California

1969 Chevrolet Camaro Z/28
David Patton of El Dorado Hills, California

1966 Shelby GT350
David Rossiter of Folsom, California

1971 Plymouth Cuda
Art Thomas of Granite Bay, California

FORD MUSTANG'S 50TH ANNIVERSARY

CLASS FM-50

1993 Ford Mustang
California Highway Patrol

1964 ½ Ford Mustang Convertible
Gary Cotton of El Dorado Hills, California

1965 Shelby GT350
Marshal Crossan of Folsom, California

1964 ½ Ford Mustang
Patrick Farrell of Grass Valley, California

1966 Ford Mustang Coupe
Larry Frantzen of Citrus Heights, California

1968 Shelby GT 500 KR
Gordon Gimble of Roseville, California

1969 Shelby GT 500
Joe Hensler of Fair Oaks, California

1964 ½ Ford Mustang Convertible
Richard Hobas of El Dorado Hills, California

1966 Ford Mustang Convertible
David Porwell of El Dorado Hills, California

1971 Ford Mustang Mach 1
Larry Wright of Citrus Heights, California

CLASS H ~ VINTAGE FERRARI

1962 Ferrari 250 GTE
Bill Finkbeiner of Auburn, California

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

1966 Ferrari 330 GTC
Greg Nickless of Sacramento, California

CLASS M ~ ANTIQUES TO 1919

1913 Stevens-Duryea C-Six
Whitney & Diane Haist of Orinda, California

1915 Overland Speedster
Patrick Hopkins of Sacramento, California

CLASS N ~ VINTAGE THROUGH 1948

1937 Buick Special Coupe
David Hill of Fair Oaks, California

1936 Ford Cabriolet
Norma Petersen of Cameron Park, California

1931 Ford Model A Deluxe Roadster
Terry Wagner of Fair Oaks, California

1947 Ford Woody Wagon
The Niello Company

CLASS P ~ AMERICAN MANUFACTURE 1949-1969

1956 Plymouth Fury
Gary Day of Somerset, California

1964 Dodge Dart 270 Convertible
Cliff Fales of Rancho Cordova, California

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

CLASS PL ~ AMERICAN LUXURY 1949-1969

1966 Cadillac Coupe de Ville
Brent Brandolino of Granite Bay, California

1956 Cadillac El Dorado Seville
Richard Colombero of Sacramento, California

1948 Desoto Custom Convertible
David Greene of Alameda, California

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

1953 Chrysler New Yorker Deluxe
Randy Kunes of Fairfield, California

1958 Pontiac Bonneville Convertible
Mike Marsh of Vacaville, California

1965 Pontiac Grand Prix
Alan McCrary of Vacaville, California

1960 Chrysler 300 F 2 Door Hardtop
Frank Messina of Shingle Springs, California

1953 Kaiser Dragon
Larry Rodkey of Elk Grove, California

1962 Cadillac Sedan de Ville
John Saras of Sacramento, California

1962 Chrysler 300H
Doug Warrenner of Fair Oaks, California

CLASS Q ~ EXOTICS

2012 Mercedes SLS AMG Roadster
Richard Barber of Auburn, California

1977 Lotus Espirit S 1
Uwe Brosamle of El Dorado Hills, California

2005 Ferrari F430
Glen Cramer of Sloughhouse, California

1999 Lamborghini Diablo 6.0
Larry Crossan of Lincoln, California

2013 Tesla Model S
Don Davis of Gold River, California

2014 Ferrari 458 Spyder
Richard De Rosa of Rescue, California

2014 Viper SRT GTS
Ted Franse of Fair Oaks, California

2006 Mercedes SLR McLaren
Darold Kobout of Folsom, California

2006 Lamborghini Murcielago
Allen Mobanna of Folsom, California

1987 Ferrari Testarossa
Shannon Rodgers of Loomis, California

1985 Renault 5 Turbo
Chris Provo of San Francisco, California

2003 Lamborghini Murcielago
Vincent Revers of Garden Valley, California

2001 Lamborghini Diablo 6.0
Tom Sudano of Woodside, California

CLASS T ~ AMERICAN SPORTS CARS 1953 TO 1967

1963 Chevrolet Corvette Split Window Coupe
John Breckenridge of Penryn, California

1959 Chevrolet Corvette
John Clemens of El Dorado Hills, California

1963 Chevrolet Split Window Coupe
Marshal Crossan of Folsom, California

1963 Chevrolet Corvette Split Window Coupe
Ken Ruttenberg of Gold River, California

1957 Ford Thunderbird
Phillip York of Sacramento, California

CLASS U ~ SPORTS CARS THROUGH 1956

1952 Jaguar XK 120 OTS
Bob Colpitts of San Mateo, California

1953 MG TD
Frank Hilsber of Folsom, California

1951 Allard K-2
David Rossiter of Folsom, California

1955 MG TF 1500
Tim Strann of Roseville, California

1956 Austin Healey 100M Le Mans
Hudson Vitaich of Sacramento, California

1955 Mercedes 300SL Gullwing
Bob West of Shingle Springs, California

CLASS V ~ FOREIGN SPORTS CARS 1957 TO 1977 UNDER \$6,000

1971 Lancia Fulvia Zagato
James Bonney of Sacramento, California

1964 Triumph Spitfire
Barry Connally of Oceanside, California

1973 MG B Roadster
Robert Glass of Auburn, California

1963 Jaguar E-Type Roadster
Kyle Gong of Elk Grove, California

1967 Datsun 2000
Rodney Nunez of Citrus Heights, California

1957 Triumph TR-3
Raymond Lacy III of Arcata, California

1959 Porsche 356 Convertible D
Scott Schneider of Placerville, California

1961 Jaguar E-Type Roadster
David Shield of El Dorado Hills, California

1974 Porsche 914 Coupe
Mark York of Gold River, California

1961 Jaguar E-Type Roadster
The Niello Company

CLASS W ~ FOREIGN SPORTS CARS 1957 TO 1977 OVER \$6,000

1972 Porsche 911 T
James Buckner of Roseville, California

1974 Porsche 911 Carrera
Arthur Woo of Cupertino, California

1957 Mercedes Benz 300 SL Roadster
Ted Voight of Pebble Beach, California

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

1970 Rover 3500S
Albert Boasberg of San Francisco, California

1950 VW Beetle Convertible
Eric Henrikson of El Dorado Hills, California

1973 BMW 2002 Tii
Fred Matter of Lockeford, California

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

1961 Rolls-Royce Silver Cloud II
Robert Amirrato of Folsom, California

1967 Mercedes 300SE
Bill Brooks of Santa Cruz, California

1952 Bentley Mark VI Convertible Mulliners of Birmingham
Leon Garoyan of Davis, California

1966 Mercedes Model 200
Michael Ginsberg of Rancho Cordova, California

1959 Mercedes 220S
Omar Lugo of Loomis, California

1968 Mercedes 280SE
Kristopher Summit of Vacaville, California

CLASS VRC ~ VINTAGE RACECARS

1911 National Indy Factory Racer
Brian Blain of Visalia, California

1965 Chevrolet Impala SS NASCAR
Shaun Coleman of San Jose, California

1963 Lotus 27 Formula Junior
Jack Fitzpatrick of Rescue, California

1963 Lotus 19 B Sports Racer
Gordon Gimble of Roseville, California

1970 Porsche 914-6 GT
Jeff Stone of Fair Oaks, California

CLASS VINTAGE FUN

1956 Chevrolet Nomad with Boat
Kent Grigg of Carmichael, California

1969 Dodge Charger 515 GTB
Robert Solaronzo of El Dorado Hills, California

1950 Buick Super Woody Wagon
Scott Pruett of Antelope, California

1953 Buick Skylark
The Niello Company





On the Green TODAY

1913 STEVENS-DURYEA

Owned by Whitney & Diane Haist
Orinda, California



An automotive rarity will be on display on the green today when Whitney & Diane Haist show their newly purchased 1913 Stevens-Duryea. This obscure American marque was the result of a collaboration between J. Frank Duryea and the Stevens Arms and Tool Company. Duryea had built America's first gasoline engine automobiles with his brother Charles in Springfield, Massachusetts, but by 1895, the brothers had parted ways and started their own companies. By 1896 J. Frank Duryea had teamed with Stevens to produce and to market automobiles. The company was renamed Stevens-Duryea in 1901 with the motto "There is no better car" and by 1910 had produced and sold over 2,000 automobiles

This rare 1913 Model C Stevens-Duryea is powered by a large, six-cylinder engine with a factory rating of 48 horsepower. It rides on a 131-inch wheelbase chassis and is equipped with a three-speed transmission and rear wheel brakes. Stevens-Duryea's offering for 1913 included a variety of body styles with prices ranging from \$4,550 to \$5,800 and it was the first year that the company supplied all of its vehicles with electric lights and horns.

Visit Haist and one of the ten 1913 Model C Stevens-Duryea known to exist on the green today. •



On the Green TODAY

1939 PACKARD V-12 TOURING SEDAN

Owned by Gary & Mary Gunderson
Yuba City, California



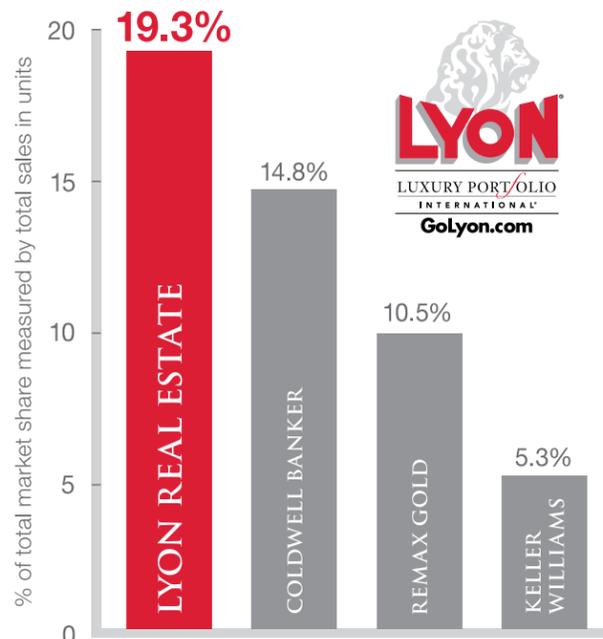
Importantly, this 1939 Packard "Twelve" represents the end of an era for the Packard Motor Car Company. This year was the last that Packard would offer the V-12 engine that represents the very best this grand marque had to offer. Only 446 Packard Twelves of all body styles and wheel bases were built that year and each had to be a special order. The "Twelve" on the green today was sold by Earle C. Anthony Company in the Los Angeles area and was reportedly purchased by the J. Paul Getty family. The 175 horsepower V-12 engine effortlessly propels the three ton automobile to speeds near 100 mph. The car cost \$5,500 when other new cars were in the \$500-\$800 range. This model 1708 was the largest car Packard offered in 1939 with a 139 1/2 wheelbase and illustrates Packard luxury at its best.

Nicknamed "Big Red" along the way, this Packard was completely restored between 1980 and 1992 by its owners at the time, Lee and Sue Hill of Orangevale, California, who found the car in Folsom after it had survived a stint in Idaho as a "run about" for four college students.

When owned by the Hills, Big Red was featured on the 2005 Serrano Concours program cover and won the Cormorant Award for Outstanding Packard and the Class Award.

The current owners, the Gundersons, have owned and restored 1930s Packard since 1977 and have concentrated their efforts to maintain this gorgeous automobile as a reliable long-range touring car. Their showing of this prize Packard is dedicated to the memory of the late Lee Hill who spent so many happy days with it. Happy trails to the Gundersons. •

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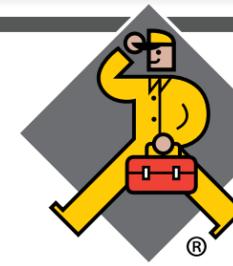


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REUNITED AFTER SIXTY YEARS



The Jaguar Heritage Trust confirms that in October of 1955, the two XK140's featured in this article emerged from the assembly plant in Coventry, England on virtually the same day! They were most probably dispatched to the United States on the same cargo ship and delivered together to the Charles Hornburg Jaguar Dealership in Hollywood, California, where they sat together in the same showroom awaiting purchase.

A young Jim Perell was present when

his father purchased his black XK140 Roadster from the Hornburg showroom shortly after the car's arrival. The car has remained in the Perell family to this day, and is an outstanding example of a well maintained, Preservation-Class vehicle. This roadster's patina has the charm that can only be found with an all-original car.

Geoffrey Horton's white XK140 Fixed Head Coupe was also originally sold from the Hornburg showroom. Twenty-seven years later, Geoffrey discovered the car in a barn in Volcano, California. Geoffrey's

impeccable restoration began in 1982. His efforts allow enthusiasts to see the spectacular beauty of the Coupe exactly as it appeared when it was originally delivered for sale in Hollywood.

After six decades, these two lovely examples of the Best of British Motoring are reunited—and in a strange twist of fate, Geoffrey Horton and Jim Perell have been good friends for many years. Visit these motor cars and the friends who own them on the green today at the Niello Concours at Serrano. •



On the Green TODAY

1952 BENTLEY MARK VI CONVERTIBLE

Owned by Leon Garoya Davis, California



This 1952 Bentley Mark VI passenger convertible coupe is what auto aficionados refer to as a "one-off", or what less-impassioned car buffs call simply a "one of a kind".

The elegant grey automobile with its snappy red interior was commissioned probably to be used as a prototype for a post-war sports car to be marketed as a Triumph by Sir John Black, who at that time was managing director of Standard Motor Company. During World War II, Standard had produced enough airplanes and armored vehicles to earn Black his Knighthood. In 1945 he put the firm smartly back in the automobile business with the purchase of the Triumph Motor Company.

The Bentley on the green today was designed by renowned designer Stewart Peck, and represents the singular car he designed solely on his own. The result is a one-off featuring French-inspired raised body panels on its sides, and fabricated by Mulliners of Birmingham.

After many trials, Standard introduced the TR3 which became its entry into both export and domestic markets. To some experts, the front fenders of that Triumph reveal its design link to Garoyan's Bentley. Sir John parted with the car after owning it for a little over a year.

By 1962 the Bentley had wound up in California. With plans for a restoration in the works, Dr. Kurt Hammerstrom of Los Altos purchased the car in 1977. However, fate intervened and the Bentley languished in storage for the next thirty-three years. Enter Garoyan. Restoration was begun in November, 2010, and completed in September of this year. Like a Phoenix, the Bentley has been returned to its original grandeur. Visit it today on the green. •





On the Green TODAY

1928 PACKARD CONVERTIBLE COUPE MODEL 526

*Owned by Fred Hill
Lafayette, California*



When Fred Hill first encountered his 1928 Packard, it was in a very different configuration than it is today on the green at the Niello Concours. Imagine it as a pickup. In 1976 when Hill rescued it from a chicken coup in Petaluma, the back of the automobile had been converted into a truck. Hill remembers having to fight a rooster off the windshield in order to take possession of the vehicle!

Then began a long search for parts to return his find in to its original Packard convertible coupe model 526 specifications, a quest that would take Hill thirty-nine years to complete. He points out that the convertible coupe was actually the "cross over vehicle" of its day with a soft top of a convertible and the rollup windows of a sedan. This model was the last of the Packard Single-Six series (1921 to 1928). The engine has 289 cubic inches. It has an automatic lubricating system that squirts oil on the piston skirts at full throttle as well as fuel priming cups.

"Patience and perseverance have a magical effect before which difficulties disappear and obstacles vanish", declared John Quincy Adams. Hills Herculean task that he calls a "complete body off restoration" came to fruition in 2014, and at the maroon and black beauty's first showing at the Hillsborough Concours in June it garnered a second place. Visit both the elegant vehicle and its proud owner on the green today. •

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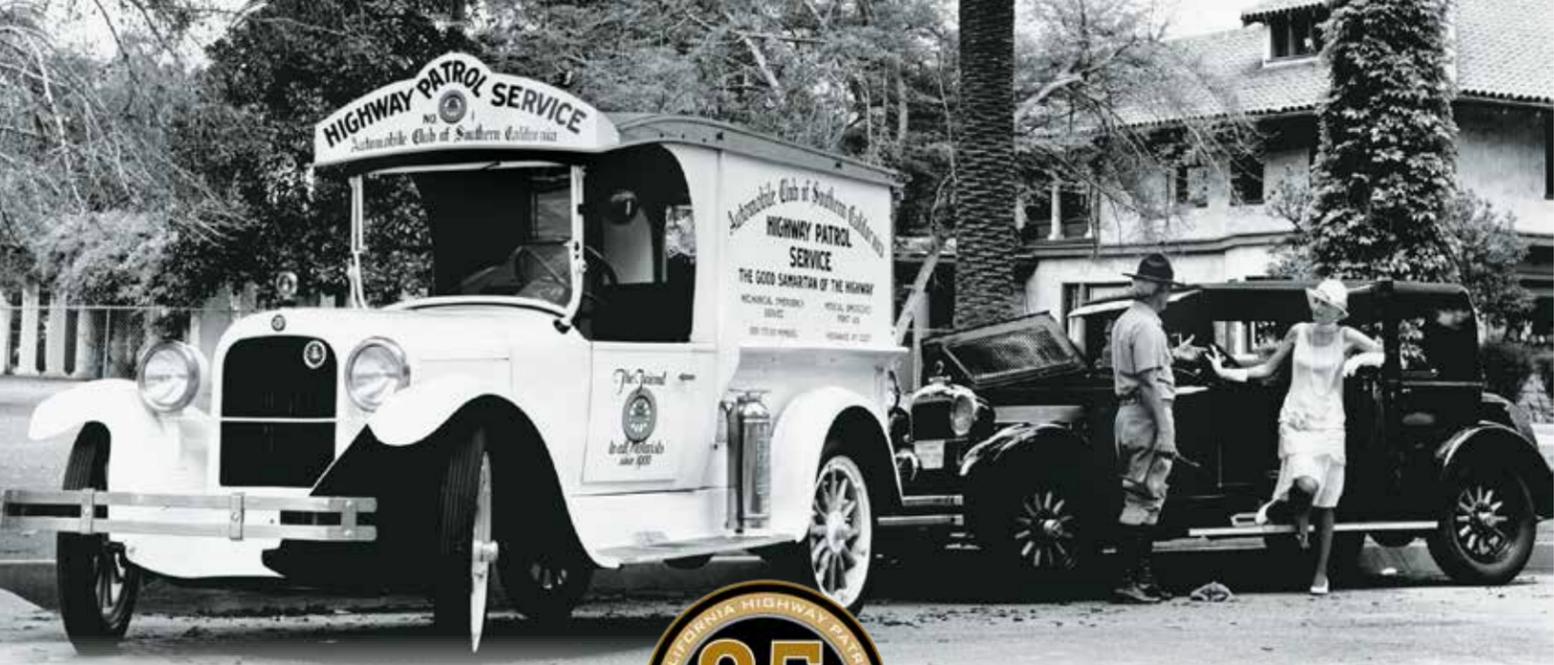
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AFTERNOONS 4-7PM



The Story of the California Highway Patrol

Celebrating 85 Years of Service

The turn of the century was fast approaching and times were changing in California. The changes were exciting and encouraging; however, nobody knew just how much. The first “horseless carriage,” as it was commonly referred to, made an enormous racket like a string of fire crackers going off as fast as can be, making an awful mess of smoke and clouds of dust, but drawing the attention of the younger generation. This was the beginning of the automobile in California.

The delivery of the automobile in California brought freedom, adventure, and an affordable means of transportation never considered prior to this time. It also brought a serious concern for the people of the state because of the safety concerns brought on by these fast moving motorized vehicles. Many counties began to enact ordinances restricting the automobiles to daylight operations only, and encouraging them to stop and wait for horse drawn buggies to completely pass before proceeding.

This immediate response to the noisy “horseless carriage” was soon overshadowed by the excitement of fast, convenient, and affordable transportation devices. As early as 1901, California statutes authorized cities and counties to license any means of

transportation. Many acts of legislation were formed by educated guesses and with hopes of protecting the people of California. In 1905 that local city and county authority was transferred to the Secretary of State who was empowered to register all licensed motor vehicles. This provided a uniform statewide registration system where owners paid a flat \$2 registration fee and were required to display the license number on the rear of the vehicle in 3-inch-high black letters on a white background.

The first statewide traffic laws were printed in 1915 and played a role in the need for organizing and for uniform monitoring of the laws. This resulted in the hiring of officers in most counties across California to enforce these laws. State inspectors would travel to the counties to train the officers on enforcement; however, this was not always well received.

On August 25, 1920, traffic officers from scattered regions across California convened in Fresno, California, to establish a unified group of motor officers called the San Joaquin Valley Traffic Officers’ Association. While attendance was minimal, the group elected leaders, passed bylaws, and created objectives for the club. The meetings overall success caused a surge in requests from

patrol squads in the state for membership. Not long after the first meeting, the squad met a second time in Stockton, California, to address issues with the rapidly growing group. At the Stockton meeting, the name was changed to the “California Association of Highway Patrolmen.” The name change more accurately reflected the mission and the statewide expansion taking place.

By the year 1925, vehicle registration had grown to nearly half a million automobiles. In 1927, the state Senate appointed an interim committee to study the issues surrounding the growing number of cars in California and the concern over how to regulate and uniformly enforce laws over such a large number of automobiles across the state.

On August 14, 1929, the California Highway Patrol (CHP) was created through an act of the Legislature. A new law gave statewide authority to the California Highway Patrol to enforce traffic laws on county and state highways, a responsibility that remains in effect today, along with many additional functions unimaginable in 1929.

During its first ten years, the CHP successfully grew into a highly respected, effective traffic safety force of 730 uniformed personnel. After World War II, the Legislature decided to consolidate and reorganize the CHP’s enforcement and administrative responsibilities. In October 1947, the Department of the California Highway Patrol was established and the position of Commissioner was created to head the new Department.

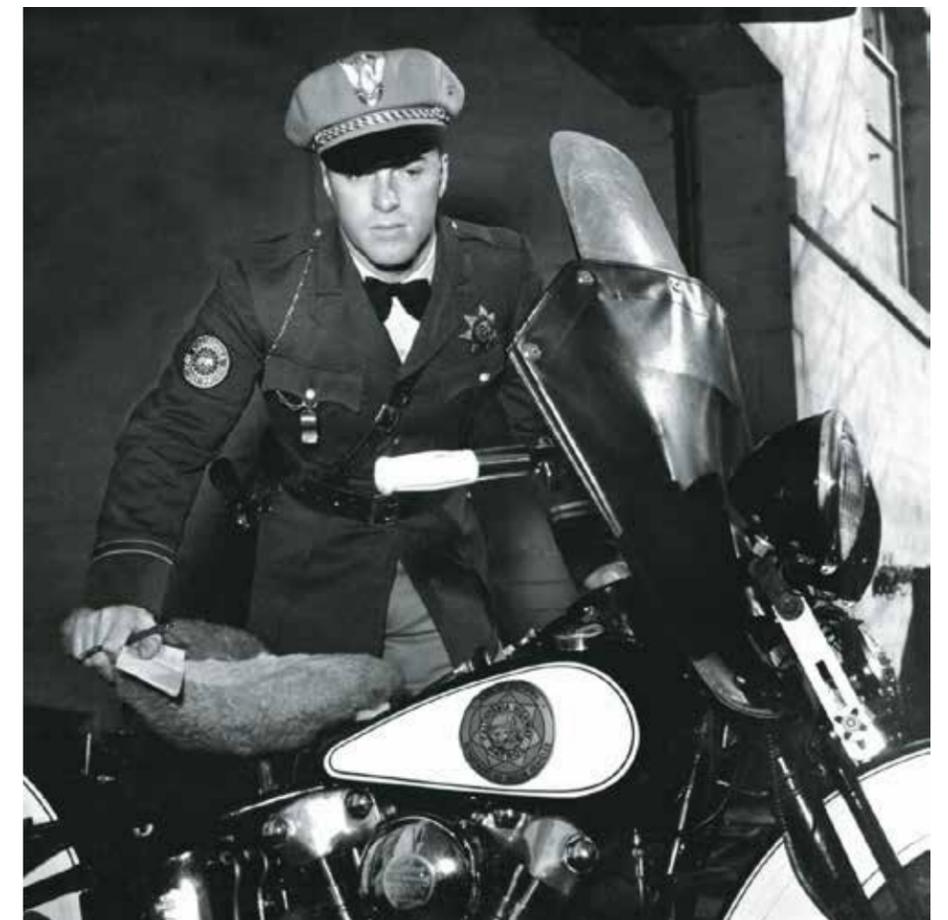
On July 12, 1955, 201 uniformed officers of the California State Police (CSP) became part of the 5,713 sworn officers of the California Highway Patrol. The 269 uniformed personnel changed from California State Police classifications to new CHP classifications established specifically for the consolidation. This merger also increased the areas of responsibility to include protection of state property

and employees, the Governor, and other dignitaries.

Women joined the CHP officer ranks in 1974 after several women challenged regulations that restricted them to non-officer positions. For the first time, female cadets entered the CHP Academy with their male counterparts. By the end of the sixteen week training, female cadet Deborah A. Street had captured the pistol shooting award with a perfect 300 score. Academically, five of the top eight graduates were women.

The CHP continues to be one of the most diverse, well respected law enforcement agencies in the world. The future will bring unimaginable challenges and exciting new developments to the state of California. Despite several decades of growth one constant will remain: the mission of the CHP to provide the highest level of Safety, Service, and Security to the people of California.

The Niello Concours at Serrano is proud to have former CHP Commissioner Dwight O. “Spike” Helmick, Jr. serve on its Advisory Board and current Commissioner Joseph A. Farrow as our 2014 Grand Marshal. •





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PARK WARD COACHWORK
Don Turner



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IN HONOR OF GEORGE A. MOORE
1956 CADILLAC EL DORADO
Richard Colombero



MOST ELEGANT MOTORCAR AWARD
1934 CADILLAC 452 D V-16
James and Dawn Gately



GRAND MARSHAL'S AWARD
1966 COBRA SHELBY 427
Brendan & Mary Kay Finn



THE TOUR AWARD
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1961 190 SL MERCEDES BENZ
Donnie Crevier



OUTSTANDING PORSCHÉ 911 AWARD
1989 PORSCHÉ SPEEDSTER
Claudia Bordin



OUTSTANDING LAMBORGHINI AWARD
2014 LAMBORGHINI AVENTADOR
John Barakat



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Arlen and Carol Kurtis



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1921 DUESENBERG A BENDER COUPE
James Castle, Jr.



OUTSTANDING CORVETTE AWARD
SPONSORED BY FOLSOM CHEVROLET
1967 CHEVROLET CORVETTE
Chuck Camilleri



OUTSTANDING ROLLS-ROYCE AWARD
1935 ROLLS-ROYCE SPRINGFIELD
BREWSTER RIVIERA
Academy of Art University

Class Awards
2013

CLASS A
US CLASSICS OPEN



1933 PACKARD 1005 CONVERTIBLE
Aaron & Valerie Weiss

CLASS B
US CLASSICS CLOSED



1921 DUESENBERG A BENDER COUPE
James Castle, Jr.

CLASS K
MASERATI TO 1987



1970 MASERATI GHIBLI
Dennis Cutter

CLASS L-2
LAMBORGHINI TO 1987



1987 LAMBORGHINI JALPA
Bill Overhauser

CLASS L-3
LAMBORGHINI 1988 TO PRESENT



2013 LAMBORGHINI PERFORMANTE
George Markle

CLASS BENTLEY



1948 BENTLEY MARK VI SAOUTCHIK
Gordon & Theo Johnson

CLASS C1
CORVETTES 1954 TO 1962



1962 CHEVROLET CORVETTE
Robert Bates

CLASS C2
CORVETTES 1963 TO 1967



1967 CHEVROLET CORVETTE
Kenneth Hansen

CLASS N
VINTAGE TO 1948



1926 HUPMOBILE A ROADSTER
Richard and Karen Gray

CLASS P
AMERICAN MANUFACTURE 1949 TO 1969



1957 CHEVROLET BEL AIR
Patrick and Constance Rogers

CLASS P-2
PORSCHE TO 1973



1971 PORSCHE 911A
Allan McCrary

CLASS COBRA



1964 SHELBY COBRA 289
Gordon Gimble

CLASS E
PRESERVATION CLASS, POST WAR TO 1962



1962 GHIA L64 COUPE
John White

CLASS F
MUSCLE CARS 1963 TO 1973



1965 PLYMOUTH BARRACUDA
Michael Hess

CLASS PORSCHE 356



1964 PORSCHE 356 SC
Jerry Killany

CLASS P5
PORSCHE 1974 TO 1987



1984 PORSCHE 911 CARRERA
David Rossiter

CLASS P7
PORSCHE 1994 TO 1997



1997 PORSCHE 993 CARRERA 2
Andy Chan

CLASS H
FERRARI THRU 1974



1972 FERRARI DINO 246 GT
Joe Hensler

CLASS I
FERRARI 1975 TO 1987



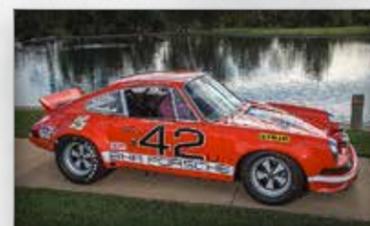
1986 FERRARI 328 GTS
Bob Ochi

CLASS J
FERRARI 1988 TO PRESENT



2000 FERRARI 550 MARANELLO
Neil Collepardi

CLASS P9
PORSCHE COMPETITION/MODIFIED



1972 PORSCHE 911 S 2.5 GTU
Tom O'Callaghan

CLASS PL
AMERICAN LUXURY 1949 TO 1969



1953 DESOTO FIREDOME CONVERTIBLE
David Greene

CLASS Q
EXOTICS, 1998 - PRESENT



2013 MCLAREN MP4-12C
Myles Douglas

Class Awards
2013

CLASS RRII
ROLLS-ROYCE, PRE-WAR



1929 ROLLS-ROYCE SHOOTING BRAKE
John Carey

CLASS RRIII
ROLLS-ROYCE SILVER CLOUD & SILVER DAWN



1954 ROLLS-ROYCE SILVER DAWN
Dennis Phillips

CLASS RRIV

RR SILVER SHADOW, WRAITH II 1966 TO 1987



1987 ROLLS ROYCE CORNICHE II
Robert Blake

CLASS RRVII

ROLLS-ROYCE 1998 - PRESENT



1995 ROLLS-ROYCE SILVER SPUR
Craig Palmer

CLASS U

FOREIGN SPORTS CARS THRU 1956



1953 MG TD
Christopher Couper

CLASS U1

JAGUAR XK 120 - 140



1956 JAGUAR XK 140 FHC
Geoffrey Horton

CLASS V

FOREIGN SPORTS CARS 1957 TO 1979, UNDER \$5K



1965 SUNBEAM TIGER MK I
Bob and Gayle Viola

CLASS VRC

VINTAGE RACE CARS



1957 DENZEL 1300 SS ROADSTER
Thomas and Shelley Niedernhofer

CLASS W

FOREIGN SPORTS CARS '57 TO '79, OVER \$5K



1961 MERCEDES 190 SL
Donnie Crevier

CLASS Y

FOREIGN PASSENGER CARS '57 TO '79, UNDER \$6K



1964 VOLKSWAGEN 21 WINDOW DELUXE
Jonathan D'Attilio

CLASS Z

FOREIGN PASSENGER CARS '57 TO '79, OVER \$6K



1957 MERCEDES 300 SC CABRIOLETS
Pat Matthews



Rolling Art

by Judyth Bravo

In 1934, the Italian engineer and motor-industry entrepreneur Anthony Franco Lago purchased the French branch of the bankrupt Anglo-French Sunbeam-Talbot Darracq combine and thus founded the Talbot-Lago marque. Raised in Bergamo, Italy, where his father managed the local theatre, Lago grew up in the company of actors, artists, and musicians, learning to appreciate the many aspects of the arts. Although he was an engineer by training, he approached the creation of the Talbot-Lago as a composer would produce a symphony, initiating a confluence of automotive artisans to make a veritable masterpiece on wheels.

So it was with the gorgeous jet black 1938 Talbot-Lago T 150-C Lago Speciale Teardrop Coupe which sold at auction for \$4,620,000 into 2010. Lago's first move was to hire an engineer named Walter Brecchia. Together they created an engine based on the Talbot-Darracq three-liter Type K78. Brecchia's next engine proved brilliant. With 140 hp, it was based on the six-cylinder K78 block but displacement grew to four liters, and a new cylinder head dramatically improved breathing and volumetric efficiency.

Next, the charming Lago persuaded French racing great René Dreyfus to campaign his new Talbot-Lago race team. Dreyfus delivered in June 1936 at the French Granby Prix Mouthe'ry, when Lago asked him to "stay ahead of the Bugatti's for as long as you can". All three Talbot-Lagos finished in the top ten, running toe-to-toe with the Bugatti's until mechanical problems slowed them near the end. The next year, Talbot-Lagos placed first, second, third and fifth in the 1937 French Gran Prix. Although they were outclassed by the Mercedes-Benz and Auto-Union GP cars during the late 1930s, the Talbot-Lagos proved reliable and often finished surprisingly well.

Lago's greatest achievement is considered by many fans to be the Talbot-Lago T150-C chassis; with the "C" standing for "competition" making reference to the car's racing success. The "Lago Speciale" was intended to accommodate longer, more luxurious coachwork than the marques other chassis, the SS which stood for Super Sport. For that luxurious coachwork, Lago collaborated with the firm Figoni et Falaschi, comprised of Joseph Figoni and Ovidio Falaschi, resulting in what many believe are the most beautiful cars ever built.

Gone were the largely functional forms of the twenties and early thirties, replaced by the fanciful curves and sensuous lines that ushered in the era of the automobile as art. Appropriately, the 1938 Talbot-Lago T150-C Lago Speciale Teardrop Coupe on the green today, and officially numbered 90034, is owned by the prestigious Academy of Art University San Francisco.

While all Talbot-Lago Teardrops were unique, chassis 90034 may well be the most unique of all. Ordered by wealthy Parisian banker Antoine Schumann, it is the only example built on the larger Lago Speciale chassis. With a wheelbase of 116.14", the result was a superb grand touring car that also performed well in competition. With its beautiful aerodynamic lines including a long streamlined rear, internal front lights for racing in the night, a split windshield and the absence of rear spats in an effort to increase ventilation to the rear axle and brakes, the Teardrop was intended to race and race it did, finishing first in class in the 1948 24 Hours of Spain.

Unlike many automobiles of its vintage, this Talbot-Lago has a history that is continuous and uncontested since 1938. It is truly remains one of the most stunning cars in the world today, ready to inspire generations of artists to come as part of the AAU SF's superb collection.



**ONE MAN,
ONE MACHINE.
G.P.M.H.**

GRAND PRIX DE MONACO
HISTORIQUE CHRONO

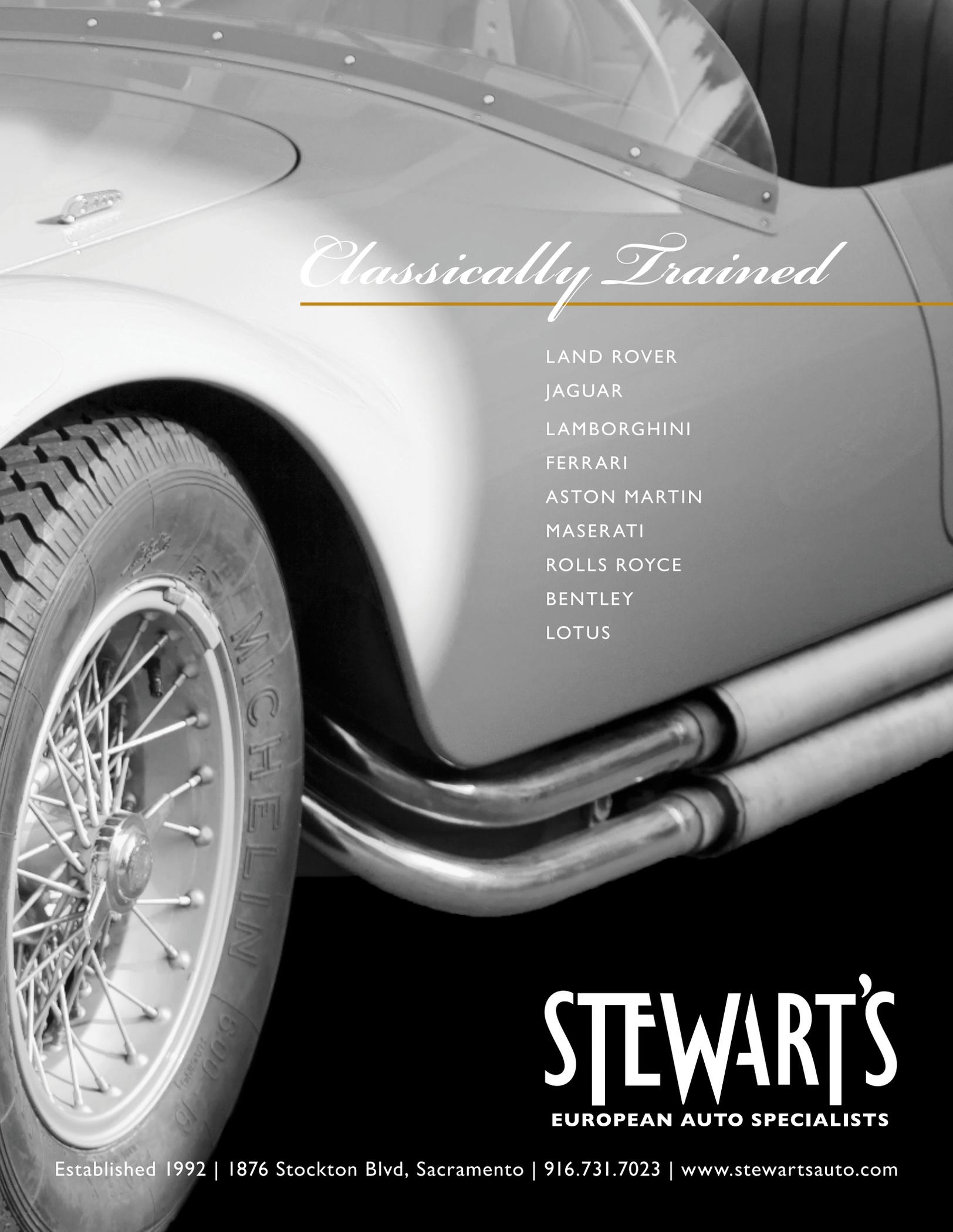


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Chopard



A black and white photograph of a classic car, showing the front fender, a wire-spoke wheel with a Michelin tire, and the front door area. The car is light-colored, possibly silver or white. The text is overlaid on the right side of the image.

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ROLLS ROYCE

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