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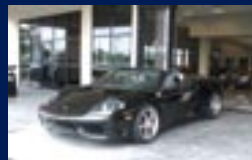


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Contents

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- | | |
|---|--|
| 10 WELCOME FROM BRIAN & MICHELE MOORE | 42 VENDORS ON THE GREEN |
| 13 A WELCOME FROM RICHARD NIELLO JR. | 45 THE GOLDEN ERA OF GENTLEMEN RACERS |
| 13 GRAND MARSHALL KJELL QVALE | 48 SHELBY'S RACING KING COBRA |
| 14 SCHEDULED ON THE GREEN | 53 SCCA KEEPER OF THE FLAME |
| 16 2007 SPONSORS | 54 '32 DEUCE THE SPIRIT |
| 18 AWARDS | 58 THE QVALE MANGUSTA
BREAKS AWAY FROM THE PACK |
| 20 ASTON MARTIN AND ITS RACE FOR SURVIVAL | 62 DAVE BENDER |
| 24 HONORARY JUDGES | 64 CLASS AND EXHIBITOR LIST |
| 28 ADVISORY BOARD | 72 CLASS AWARDS 2006 |
| 30 CHITTY CHITTY BANG BANG | 74 SPECIALTY AWARDS 2006 |
| 32 ONCE THEY WERE RACERS | 80 SNELL-CERTIFIED THE STORY BEHIND
THE LITTLE ORANGE LABEL |
| 38 DEEP PURPLE REIGN | |
| 40 THE ENDURING MYSTIQUE OF ASTON MARTIN | |

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Generation to Generation



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Welcome from

Thank you for joining us for the fourth annual Niello Concoors at Serrano. This year we are proudly celebrating the Golden Era of Sports Racing and honoring the Aston Martin marque.

When Brian first shared his idea for the addition of a Concoors d'Provenance celebrating the race cars, drivers and the history of this grand era, I didn't really understand what he was so excited about. As I worked on research for articles in this program, I began to understand how interesting and awe-inspiring those racing days really were.

Our experiences putting together today's show has exemplified the "six degrees of separation" concept many times over. An example of this...to have a photograph that our good friend Jesse Bravo took forty plus years ago of the Huffaker Special at Laguna

This photo was taken at Laguna Seca Raceway in August 1983, just three months after we were married. We were the "pit crew" for Bill McKinley's 1949 Maserati A6G that Brian had restored and was racing that day.



Brian & Michele Moore

Seca Race Track, a track whose design this year's Grand Marshall Kjell Qvale collaborated on, then to have that very car at the Concours today is really more than coincidental. Stories? We've got a few. The bottom line is, in its beginning days, auto racing was a very small world.

This year we start a new tradition for the Niello Concours at Serrano: a Grand Marshall. We are so honored to have as our first Grand Marshall Kjell Qvale whose passion for automobiles and contribution to sports racing is world renowned. Thank you Kjell, for being with us here today.

Obviously we would not be enjoying this day without sponsorship from the Niello Company. It is our goal to uphold this company's high standards with these Concours each year. We are especially grateful to Rick Niello and his enthusiasm

for this event which push us forward to achieve greater things for this Concours year after year. Also important to this event's success is its fabulous backdrop provided by Bill Parker and his Parker Development Company, developers of Serrano.

An event of this scope requires many long hours, put in by many people who we cannot thank enough. From the participation of the SCCA who provide us with knowledgeable judges, keeping the standards of a true Concours d'Elegance, to the hard work and wise advice of our Board Members, to the volunteers from the Leukemia & Lymphoma Society who contribute their hard work to this great cause all year long, we thank one and all. A special thank you goes out to the Solid Rock Faith Church who provide us with many volunteers; in turn we proudly support their Lords Gym Outreach

Sports Center.

We are especially grateful to Judy Bravo, whose passion for the motorcar is seen in her writing in this event program. The racing photos in this years' program were mostly taken by a young racing enthusiast who dabbled in photography, his efforts have captured the true essence of the Golden Era of Sports Racing, thank you Jesse Bravo.

To everyone who supports this event, from the spectators to our generous sponsors, and especially the motorcar owners for taking the time to attend, we extend our most heartfelt gratitude.

Most importantly, we thank God for the strength He gives us and the miracles He performs for this event each year.

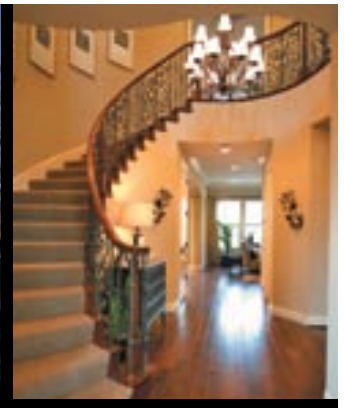
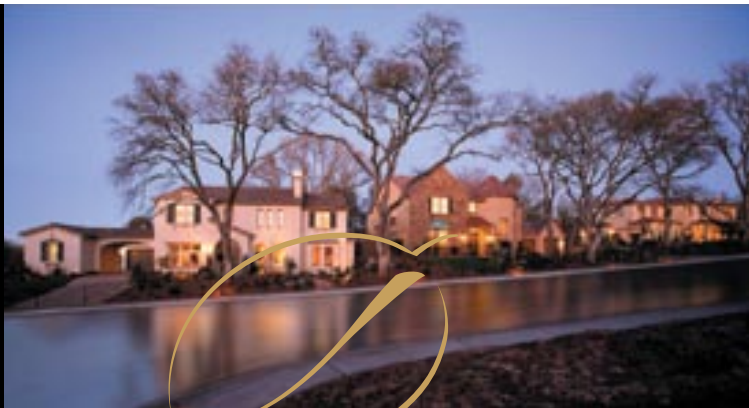
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Event Chairs



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A W E L C O M E from Richard Niello Jr.



On behalf of the entire Niello Company, I want to welcome you to the 2007 Niello Concours at Serrano. Whether this is your first visit to this distinguished event or you are a veteran attendee, you are in for a special day. The Niello Concours offers our community a rare view at some of the areas most exquisite automobiles, all while supporting the Leukemia & Lymphoma Society and their work towards finding a cure. This event is an opportunity The Niello Company is privileged to present.

I want to offer a special thank you to Brian and Michele Moore of Premiere Concours Promotions. Through their tremendous efforts, the Niello Concours continues to offer guests an experience unlike any other.

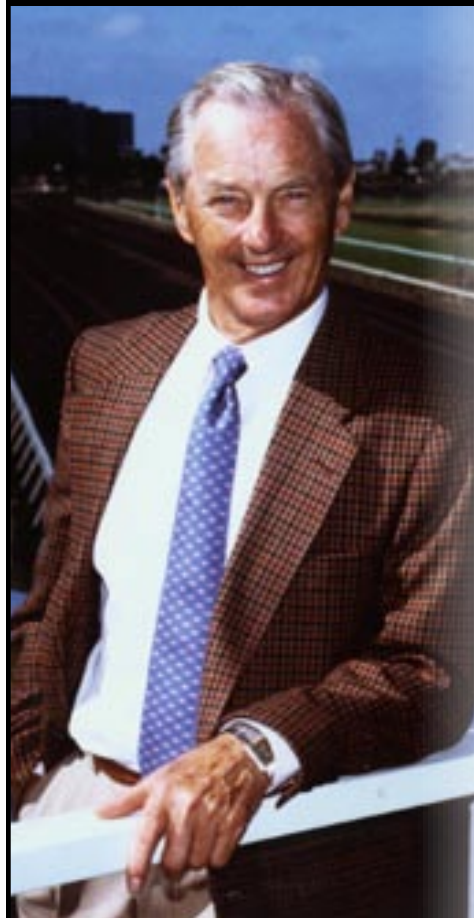
Just as the Niello Concours continues to grow, so does The Niello Company.

With roots in this area dating back to 1921, we now encompass nine franchises with multiple locations in Sacramento, Rocklin and Concord. We have just recently opened Maserati of Sacramento and Jaguar Sacramento, two dealerships exclusive to the Sacramento area. By early 2008, we will announce the opening of an additional BMW dealership in Elk Grove. In 2008, we will also introduce SMART car to the region. The SMART ForTwo vehicle is unlike any other in the country and we are pleased to offer this unique product to Sacramento. Through our growth, The Niello Company still remains committed to providing distinctive automobile products and exceptional service.

We hope you enjoy your weekend and everything the Niello Concours at Serrano has to offer.



G R A N D M A R S H A L L K J E L L Q V A L E



Grand Marshall Kjell Qvale has parlayed a passion for speed into a stellar sixty-year long career in both auto racing and horse breeding. After attending the University of Washington, his tour of duty as a Navy Transport Command pilot during World War II helped to whet young Qvale's appetite for all things connected to horsepower. Not surprisingly, after the War, he entered the automobile business by opening a Willys Jeep agency. In 1947, smitten with the post-War MGs, Qvale opened Northern California's first MG dealership.

Unbridled enthusiasm for sports car racing led to our Grand Marshall's involvement in starting the sports car club movement in California and in the promotion of road racing on

the West Coast. Next his journey took him to the road races at Pebble Beach and eventually to Laguna Seca Raceway where he personally helped to design its famous "corkscrew" curve.

By the late fifties he was making real road racers, specifically the Junior and the Genie, and by 1964 had two entries in the Indianapolis 500. Purchasing controlling interest in Jensen Motors in 1970, he produced a totally new sports car: the Jensen Healey. Fast on its heels came the Jensen Interceptor, and then in the 1990's, this innovator produced the Qvale Mangusta in Italy.

We are proud to have Kjell H. Qvale as our Grand Marshall for the 2007 Niello Concours at Serrano. Thank you, Kjell, for making your passion our pleasure!

Fabulous Motorcars on Display

- Grand Marshall Kjell Qvale will be on site to sign his book along with 3 Qvale Mangustas, one of which was the Tommy Bahama SCCA Champion
- More than 180 classic, exotic and sports cars on display competing in 33 classes for Best of Show include:
- 1956 Aston Martin DB3S that raced at the Sacramento Fairgrounds race course in 1956
- 1950 Jaguar XK120 Alloy in which World Champion Phil Hill drove to victory in the inaugural Pebble Beach Road Race in 1950, also becoming Jaguar's first racing victory in America
- 1963 King Cobra Sports Racing winner of the US Grand Prix at Laguna Seca raceway
- 1960 Lotus Formula Two ~ World Champion Jimmy Clarks Formula Two back up car
- Special Audi Display featuring the never before seen RS4 Cabriolet, S5, R8 and an Auto Union Race Car Replica
- 1954 Huffaker Special
- One of the most significant, rare and largest displays of Aston Martins dating from the 1950's to the present that has ever been on the West Coast
- Ferraris on display include the awesome F40, a new 2007 - 599 GTB along with over 20 Ferraris from the 1960s to 2007
- Over 20 spectacular exotic cars with the newest from Lamborghini, Bentley, Lotus, and Maserati
- Award winning cars from Pebble Beach Concours d'Elegance including a 1932 Alvis Speed 20, and the first Siata with serial number #001
- A special display of 1932 Fords including the Famous "Nitti 32" voted one of the 75 best 32 Fords in the country and the 1932 5 window racer driven by famous race car driver A. J. Foyt
- 2006 Niello Concours at Serrano winners including Best of Show, a 1913 Pope Hartford
- Classic motorcars on display from the 1930s and 40s will range from the marques of Packard, Lincoln, Chrysler, LaSalle and many other majestic motorcars
- New for 2007 will be a display of vintage motorcycles including, Norton, Ariel, Triumph, BMW and many more
- Spectacular muscle and sports cars from the 60s and 70s

Explore the Area

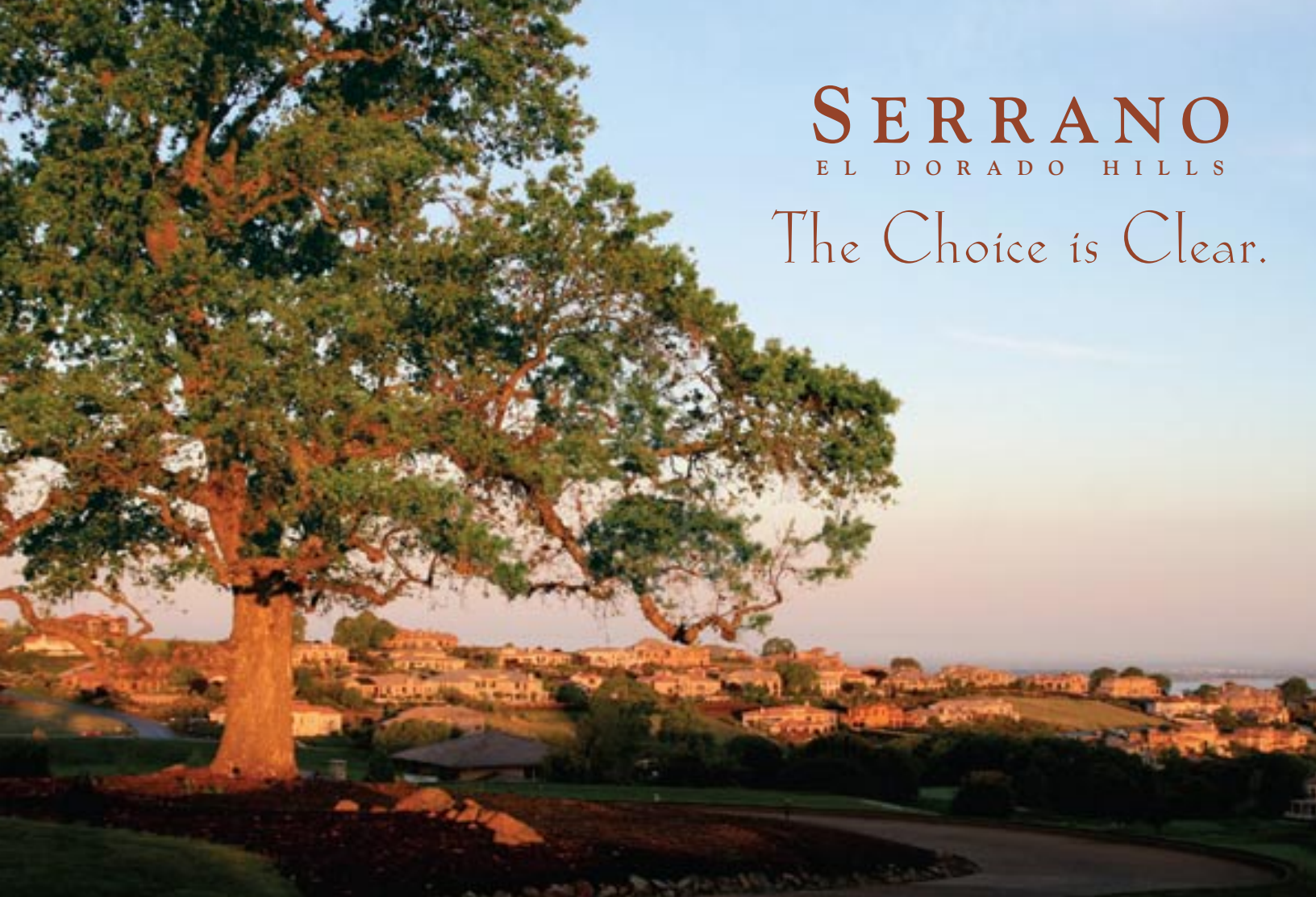
- Air-conditioned SUV limousines will provide tours of Serrano's beautiful custom home community throughout the day participants may view models and plans by Shea Homes, Toll Brothers and Greenbriar Homes. There will also be a satellite concours at this location featuring a variety of car clubs. Visit Serrano's information booth for times and details.

Fashion Event

- At noon a high-energy fashion showcase event featuring fast cars and fabulous clothing from Saks 5th Avenue and Off 5th Avenue. Models for the fashion show will be from STAGES a Northern California Performing Arts group is comprised of three companies representing the different dimensions of dance: Folsom Lake Civic Ballet, iMPACT Contemporary Dance Company and Sound Out Tap Company.

Taste of Luxury Pavilion ~ Cigar & Cognac Lounge

- Amongst the fabulous motorcars at the Niello Concours at Serrano will be a retreat for those who enjoy the finer things in life... Moët Hennessy along with the Tinder Box will provide a cigar and cognac lounge with all the accoutrements one would need to truly experience grand living. Hennessy will be offering you the opportunity to taste their Prestige Range, including Hennessy VSOP, XO and Paradis while you relax in overstuffed lounge chairs.



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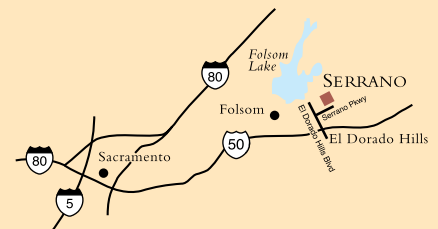
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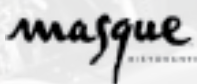
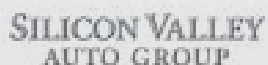
M A J O R S P O N S O R S

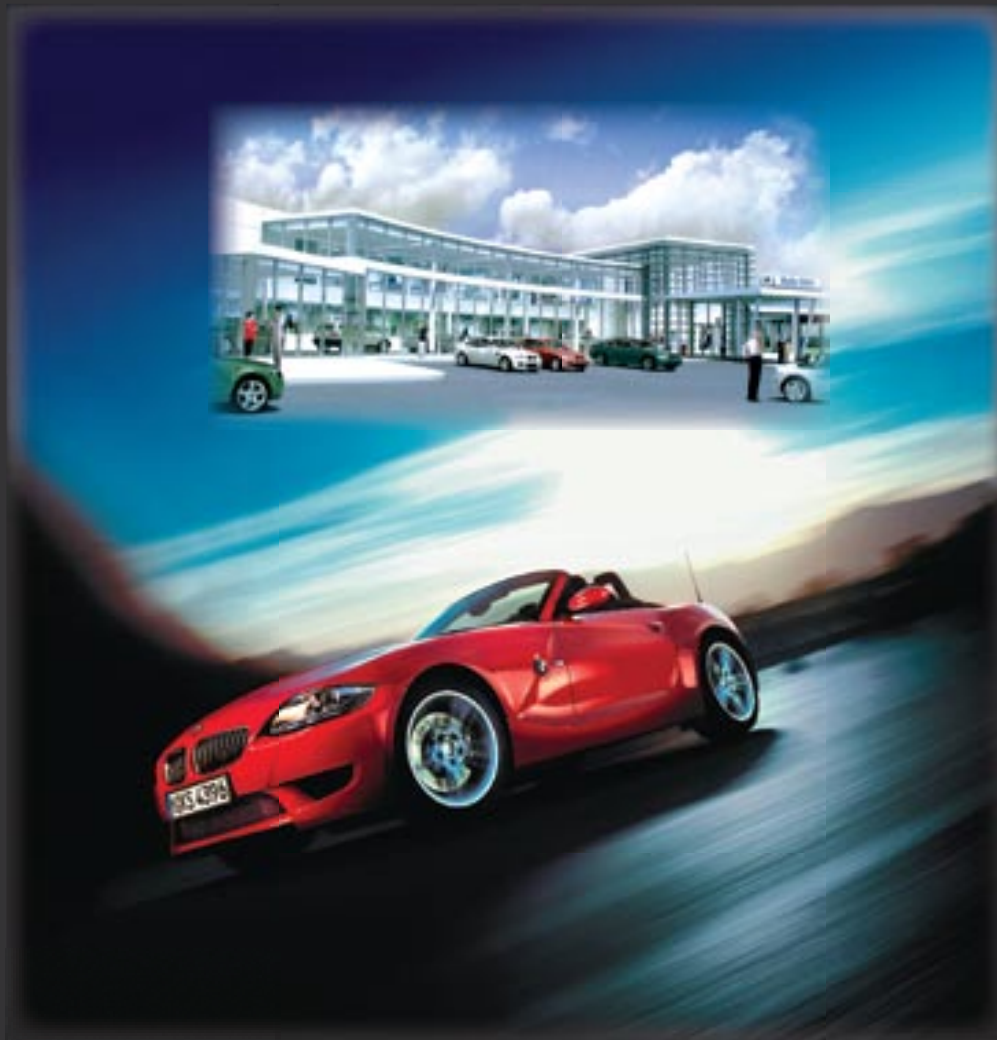


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PORSCHE

ASTON MARTIN

The history of this British marque's production is inextricably connected to the one of its racing, and is as convoluted and circuitous as any course ever encountered. Not surprisingly, during its ninety-four years of existence, Aston Martin's major players have always been besotted with speed, not simply turning a profit. The strong racing link began with its appellation being a combination of one of its founders' names, Lionel Martin, and that of a famous hill climb competition at Aston in England. In 1913 Martin and his business partner Robert Bamford built the first Aston Martin so Martin could drive it in the fabled race. That first car was actually a 1908 model Sotta-Frashini fitted with a four-cylinder Coventry Simplex engine. After savoring success, the pair acquired

property in Kensington for their own plant, producing their first car in 1915. In marched World War I, Martin joined the Royal Navy, Bamford entered the Army Service Corps, and Sopwith Aviation purchased their equipment. Chapter one ended.

After the War Martin and Bamford were off to a fresh start with a new design for the marque. Here the story picks up speed: when Bamford left in 1920, the fabled playboy engineer, Count Louis Zborowski revitalized the company with fresh capital. In 1922 Bamford and Martin reconnected in order to compete in the French Grand Prix. Although their cars set world speed and endurance records at

Brooklands, the first racetrack built exclusively for automobiles, the firm went bankrupt in 1924.

Then entered one Lady Charnwood who purchased the company's leftovers, and in true British drama tradition, placed her son Jon Benson on its Board. The firm failed again in 1925; however, production did not cease until Lionel Martin left the building in the following year. Chapter two closes.

Months later Lady Charnwood re-entered the scene with some wealthy investors, seizing control of the firm, renaming it Aston Martin Motors, and moving it into a former Citroen plant in Feltham. With Augusto Bertelli as its chief designer, the Aston Martin



and Its Race for Survival

By Judyth Bravo

International was raced successfully in 1929 followed by the Lemans and the Ulster models. Financial problems were again in hot pursuit, and an L. Prideaux Brune funded the firm for a year before passing the torch to Sir Arthur Sutherland. In 1936 the company resolved to concentrate its energy on the production of road cars. At the beginning of World War II a total of seven hundred Astons had been built since 1913. The factory turned its attention to aircraft parts production to aid in the War effort. Chapter three concludes.

In 1947 Sir David Brown, managing director of the eponymous David Brown Limited, purchased both Aston Martin and the Lagonda marques, combining their resources and workshops. With the acquisition of the Tickford Coach building Company,

Brown began production of the series of Astons bearing

his own "DB" initials. He had a passion for high-powered sports cars and a determination to bring glory to the marque on the racetrack. The Golden Age of Astons had begun.

In 1950 the company announced the DB2, then the DB3 in 1951, the first production car to feature disc brakes. Too heavy for racing purposes, it remained the marque's production model. The Aston Martin DBR1 was a sports racing car produced in 1956, intended for the World Sport Car Championship. As the victor in the 1959 Twenty-Four Hours of Le Mans, it secured a racing pedigree for the marque. Actually throughout the 1950's Aston enjoyed phenomenal success racing the DBR1/300, the DBR3 and the DB4. Regrettably, the rising costs of racing forced the marque to withdraw from the track in 1963 to concentrate on its production cars. When the new four-liter DB5 debuted in the same year, Brown made it the most sought after car in the world by

garnering it a role in James Bond's Goldfinger. Despite these accolades Aston Martin was once again beset with financial problems in 1972 and sold to MBE, a Birmingham-based consortium owned by William Wilson. In 1975 North American businessman Peter Sprague and George Minden purchased the company, pushing

it into modernization with the V8 Vantage in 1977, then the convertible Volante in 1978, followed by the Bulldog, a one-off model designed by William Towns who also styled the V8 Lagonda Salon. By 1980 sales had dwindled and chairman of the board Alan Curtis was in agreement with Sprague and Minden to curtail production to concentrate on Aston Martin service and restoration.

Chapter four was closing the door when Curtis connected with Victor Gauntlet at the 1980 Pace sponsored Sterling Moss Day at Brands Hatch Race Track. Representing Pace Petroleum, Gauntlet purchased 10% of the beleaguered marque for 500,000 pounds with friend Tim Hearley of CH Industries matching with a similar share.

Then in a major move in 1981, Pace and CHI took control of the firm as joint 50/50 owners. Not to be thrown down, Gauntlet became both Executive Chairman and Head of Sales. Soon the new team received great publicity when the new Aston Martin Lagonda became the world's fastest four-seater production car and sold well in the Persian Gulf States. Once again the new road taken by the famous marque was not a smooth and easy one: as the petroleum market tightened, Gauntlet sold Pace to the Kuwait Investment office, and his share of Aston Martin to shipping tycoon Phillip Livanos through a joint venture with Nick and John Papanicolaous of ALL Inc. Before the paint dried on the new firm's signs, George Livanos, Phillips father, had



► Continued on next page



bought out the Papanicolouses, and once again Gauntlet became a 25% shareholder of Aston Martin which was valued in 1984 at 2,000,000 British pounds and had just produced its ten thousandth automobile.

In a series of moves straight out of Hollywood, Gauntlet revitalized the marque once more by firing sixty factory workers, purchasing a share of Zagato, the Italian styling house, in order to resurrect its work with Astons, and reconnecting with the Bond series for the movie *The Living Daylight* by lending his own Vantage for filming purposes. Gauntlet was even offered the role of a KGB colonel in the film, graciously declining due to his packed schedule. In his date book was a weekend at the home of Contessa Maggi, wife of the founder of the famous Mille Miglia competition. Another guest for the race weekend was Walter Hayes, Vice-President of Ford in Europe. Fast forward: Ford becomes a shareholder in the firm, and in 1988 the Virage, the first new Aston in twenty years rolled off the assembly

line. A new chapter opens.

Gauntlet's real agenda for Aston was to get it back onto the race circuit, while Ford's was to launch the new Volante model. Plans for a new small Aston DB7 required a concerted engineering effort, and full control of Aston Martin went to Ford with Gauntlet left handing over the keys to Hayes in 1991.

Yet another chapter began as Ford placed Aston in its Premier Automotive Group and ramped up its production, introducing the Vantage in 1992, and reviving the DB series with the DB7 in 1993. In 2002, with the production of the 6,000th DB7, Aston exceeded its production for all previous DB Models. The series had received boosts from the V12 Vantage model in 1999 and the introduction of the V12 Vanquish engine in 2001. With the opening of the Gaydon Factory in 2003, Aston celebrated having its first purpose-built factory in its history. In tradition true to its form, Aston announced it would return to motor racing in 2005 with a whole new division called simply

Aston Martin Racing to manage a DBR9 program. The resultant racecar competes in the GT class races, including the world famous Twenty Four Hours of Le Mans.

Meanwhile back at headquarters, faced with the task of easing financial constraints, Ford decided that selling off Aston Martin was a fine opportunity to raise capital. The exclusive marque was placed on the auction block. In March of this year, after much media speculation, a consortium led by David Richards, chairman of Prodrive, purchased Aston Martin for \$848,000,000 USD (475 million pounds) with Ford keeping a small share worth \$70 million. Besides Richards, the consortium is composed of avid Aston-Martin collector John Sinders, and two Kuwaiti investment companies, Investment Dar and Adeem Investment Co. Pundits can only guess what the future holds for this beloved marque. The only certainty is that Aston Martin has lived to race another day. Drivers, start your engines!

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H O N O R A R Y J U D G E S

Richard Bertolucci



Sacramento native, Richard Bertolucci, requires perfection in the automotive work he completes and ultimately will reflect on his name and reputation. In fact he has a number of beautiful automobiles of his own, many that reflect his automotive skills. Bertolucci owned his first car in his early teens, a Chevy convertible. His father

made him sell it and buy a hard top for his own safety because he caught Dick racing a friend with it. His friends would bring their cars for him to customize at his father's house until neighbors complained about noise. Then he did a job for a friend who wanted him to customize his car at his garage at 21st and Broadway in Sacramento. When the job was completed the friend wanted to know if he would be interested in renting the place for 25 dollars a month, a sum Bertolucci didn't know if he could 'cover'. He took the chance and his business took off to become the extraordinarily successful automotive enterprise it is today at the Stockton Boulevard location. Dick made the Bonneville Salt Flats scene in the '50s with his GMC-block Chevy racer. He drove it over 130 mph, the engine turning over 6000 rpm as the car passed the timing mark. Later, when the engine was torn-down he discovered that the two center cylinders had holes burnt through them because of a lean mixture of fuel. Dick says he will be spending time again this year at the Bonneville Salt Flats.

Robert T. Devlin



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 he has been among its most faithful participants in the ensuing five decades. Throughout much of the past two

decades he has served the event as a Class Judge. He has written two books about Pebble Beach:

Pebble Beach, A Matter of Style detailing the Concours' early history. Pebble Beach Concours d'Elegance, The Art Of the Poster highlighting the Concours' posters from the past. He has also written over 90 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 as a judge at both regional and national events.

Ed Gilbertson



Ed Gilbertson is a lifelong car and motorcycle enthusiast who has been actively involved in concours judging for 30 years. He is a noted authority on preservation and restoration issues. Mr. Gilbertson is the Chief Judge for the Pebble Beach Concours d'Elegance, the Palm Beach Cavallino Classic, and the Legend of the Motorcycle

International Concours d'Elegance. He is also Chief Judge Emeritus of the Ferrari Club of America. He has been involved in many international events including Chief Judge for the famed FF40 show in Brussels and a judge at the Louis Vuitton shows in London and Paris. In 2007 he was the Honorary Chief Judge for the 60th Anniversary Celebration of Ferrari in Maranello, Italy. He is the Founder and Chairman Emeritus of the International Advisory Council for Preservation of the Ferrari Automobile (IAC/PFA) and is a Contributing Editor for Cavallino Magazine. He also co-authored a book on the Ferrari Spyder California. He is a member of the Ferrari Club of America, Ferrari Owners Club, Classic Car Club of America, Austin-Healey Club of America, Early Ford V-8 Club, BSA Owners Club, and the Harley Owners Group. He is also an Honorary Member of The Candy Store. He is a graduate engineer who retired as a telecommunications and investment management executive. Sherry, his wife of 36 years, shares his passion for sports cars and motorcycles and they can often be found cruising the backroads of California when they are not participating in events.

Gordon R. (Gordie) Glycer



Gordon R. (Gordie) Glycer is a Sacramento born lifelong auto enthusiast, racer, racing fan and imported car dealer. After he attended his first sports car race at Pebble Beach in 1952 he was hooked on road racing and sports cars for life. The Ferrari factory yearbook credits Glycer with the first Ferrari victory of 1959 at Pomona, California.

Gordie, now retired, is an avid Formula One fan and has attended every U.S. Grand Prix at Indianapolis with Gloria by his side, as always. Gordie and Gloria attend the Monterey Historics frequently and this year visited their old 250 Testa Rosa, now beautifully restored, at the private Lawrence Stroll Gallery in Mont Tremblant, Quebec, after attending the Grand Prix of Canada.

Gloria Glycer

Gloria Glycer's interest in motor sports did not start when she met Gordie. She attended midget races at Hughes Stadium and in West Sacramento and went to the Pebble Beach races in 1955 and 1956 in pre-Gordie days. Chico born and a graduate of Grant Union High School and Sacramento State College, Gloria was a reporter for The Modesto Bee and then for The Sacramento Union. Her

Current jobs include a weekly column for The Sacramento Bee announcing fund-raisers for non-profit endeavors and the monthly Dining Divas restaurant feature in Sacramento Magazine. Fine automobiles, motorcycles and classic wooden boats are considered works of art.

Dwight O. "Spike" Helmick, Jr.



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 have two daughters and five grandchildren.

Jeff Holden



Jeff Holden is a 27-year veteran of the broadcast industry starting his career in Chicago. He is currently Regional Vice President for Clear Channel Radio and manages the day-to-day operations of Sacramento radio stations "NewsTalk 1530 KFBK", Talk 650 KSTE, Y92.5 FM, and V101.1 FM. His first

project was the complete frame up restoration of a 1963 MGB roadster. A few other notable vehicles spent time in the Holden garage including a black on black "Nicky" Chevrolet, '69 SS Camaro big block, '70 AAR CUDA (yes, the real thing. If only he had known...) and a 1967 427/390 Corvette Stingray roadster. Jeff laments he could have been retired by now had he only kept half the cars he owned to date! He has two boys, Derrick and Bennet

He's open to any stories of that elusive car in the barn of your great aunts uncle!

Gary Horstkorta



After retiring from a sales and marketing career in the broadcast television equipment industry, Gary Horstkorta now devotes a good portion of his time to the many automotive hobbies he has developed over the years. These include owning, maintaining and racing vintage sports cars; sports car racing historian and memorabilia collector; freelance

writer of historical magazine articles about sports cars, events and people; editor of vintage race club monthly newsletter; member - Sports Car Club of America (SCCA); columnist for the San Francisco Region (SFR) of the SCCA's monthly publication The Wheel; Archivist for the San Francisco Region; high performance driving school driver coach; member - Western Automotive Journalists

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RACERS OF THE PAST *On the green today*



1950 Jaguar XK120

Mark Miller
Los Altos, CA

The Pebble Beach Road Races, which ran from 1950 to 1956, were the precursors to the professional and historical races that have been held since 1957 at the purpose-built track at Laguna Seca on the Monterey Peninsula. That initial year, Phil Hill won the race driving a 1950 Jaguar XK120 with an all alloy body. Importantly, the win was the first for the British marque in the United States. Hill went on to

become the first American Formula One World Driving Champion. The only other American to claim the title is Mario Andretti, both drivers being truly in a league of their own. By 1956 residents along the course, which was part of the historic 17 Mile Drive between Monterey and Carmel, had begun to complain about the annual uproar the event caused. In addition, the course was fraught with danger for

the drivers due to the forest of trees alongside. When the race moved to Laguna Seca in 1957 a very significant chapter of American racing was closed forever.

That fabled race car which is now owned by Mark Miller of Los Altos is proudly displayed at the 4th Annual Niello Concours at Serrano. Interesting, Jaguar reintroduced an aluminum body with its XJ and XK series in 2007.



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Jesse A. Bravo Photographer



Jesse A. Bravo has been racing automobiles since the early 1960's when he campaigned a 1957 MGA on SCCA courses. For the past thirty-five years, Bravo has been involved with SCCA's Concours d'Elegance division, either by showing his silver 1963 Jaguar E-Type Roadster that he personally restored, or by judging, serving as

both its Chief Judge and its Chief of Concours. With current Chief of Concours Steve Miller he authored 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.

David Caesar Signage Coordinator



David and his wife Lisa own Signs by Tomorrow in Folsom. He holds a degree in Business Marketing from Southern University, Baton Rouge, Louisiana. He has been married for 18 years and has two daughters Sumner and Skylar. David participates in several

organizations including serving on the Board of Directors with the Folsom Chamber of Commerce, The Niello Concours at Serrano, a two term Past President of the El Dorado Hills Chapter of LeTip International, Board Chairperson for Valley View Church in Folsom, and the 2006 Leukemia & Lymphoma Man of the Year.

Kjerstin Ciociola Project Manager, The Niello Company



Kjerstin Ciociola has been with the Niello Company since 2003 working as the Project Manager. Prior to her employment at the Niello Company, she was the Project Manager for the Department of Defense's Information Systems Agency in Washington, DC. There she was the youngest manager in the agency. She also served

as the liaison between the various Combat & Commands and the Defense Information Systems Agency to ensure training content was current with changes post-September 11th. During this time, she was a contributing author for the inspirational book "Taking the High Ground" by Col. Jeffrey O'Leary. Kjerstin Ciociola graduated as a Presidential Scholar from Lee University with a Bachelor of Arts in Modern Foreign Languages with Business Administration. Currently, she resides in Yuba City with her husband, Rev. Michael Ciociola.

Anthony M. De Arcos Lord's Gym Liaison



Anthony M. De Arcos has over thirty years of professional experience, including fifteen years in the construction industry and over 17 years experience in the Environmental Consulting field. Mr. De Arcos is one of the founding principals in National Analytical Laboratories, Inc. He has conducted consulting work for Federal,

State and Local agencies, along with the private sector, regarding asbestos, lead and mold abatement issues. His true passion, however, is baseball, and on most spring afternoons you can find him at Oakmont High School, working with their upcoming and promising pitchers. On the weekends you'll find him at home with his family of seven and on Sundays teaching toddlers at Solid Rock Faith Center.

Chip Dyson Awards Chairman



Chip Dyson is a lifelong auto & motorcycle enthusiast who moved to Sacramento in 1970 after 20+ years in Hawaii. His formative years were not easy as no one else had trading cards with Lamborghini or Hispano Suizas on them. His first job in Sacramento was

working for the late George Grinzewitsch at Von Housen Motors and he has been in the automotive or motorcycle field ever since. In addition to the Niello at Concours Serrano, Chip served on the Board of the Capitol Concours at the State Capitol. He now enjoys exploring backroads near and far with his growing motorcycle collection or antique VW camper with his beautiful wife, Dixie.

Robbie Guggenheim Director Media Relations



Dynamic Speaker & Facilitator Robbie Guggenheim is part stand-up comic, part philosopher, part coach and all ham. Her entertaining and candid interpretations of the human condition have made her popular among myriad businesses, associations and educational

institutions. Robbie's history as a Recreation Therapist and Sales & Marketing Specialist has provided her a wealth of pragmatic and common sense solutions to the most prevalent of life's challenges both at home and at work.

Dwight O. "Spike" Helmick, Jr. The Niello BMW Ultimate Driving 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.

B O A R D

Gayle Hensler Volunteer Coordinator



Gayle Hensler returns to our Board in her third year as Volunteer Coordinator. Working with volunteers from

our very deserving charities, The Leukemia and Lymphoma Society and The Solid rock Faith Church; she oversees the set up details and maintains the event "day of" operations. Gayle brings over 10 years experience in fundraising, including planning, coordinating and overseeing events benefiting Non-Profit Organizations and children. Gayle has become an auto enthusiast, not by original choice but by marriage. Years of car collecting, restoration and attending car events with her husband Joe, have led her to enjoy many great friendships, social activities and car events like this fabulous Niello Concours at Serrano, not to mention her appreciation of the "living art" of the automobile.

Jeff Kenyon Project Manager



Jeff Kenyon, President of Money Concepts, a local financial planning and insurance agency, has been project manager for the concours since the beginning. His passion for cars began when he drove various model racing cars from the 60's to

the 80's in SCCA, FRA and RURA (1972 series champion) events all over the west coast. He also spent several years as an SCCA driving instructor. His event organization skills were honed during 15 years at the Stockton Ag Show, 9 years at the Su Salud Health Fair and more than 25 Promise Keeper events. He and his wife Nancy have three grown children and one grandson. His current goal is to find a regular ride at vintage racing events.

Rosie Kessell-Kracher Director Public Relations



Rosie recently "retired" from a 20-year career in law enforcement, where she served the Folsom community in a variety of Police assignments. Her most rewarding experience was that of School Resource Officer, where she is known as "Officer Rosie"

by hundreds of Folsom students, parents, and school community members. Rosie found her calling to be working with the people of the community and with volunteers. Her new career as Volunteer Coordinator, supports both the Police and Fire Departments in Folsom. Raising two very active teenagers and years of volunteering in school activities and sporting events, gives Rosie a real appreciation for those who actively support their community. Rosie's love of running and endurance sports helps keep her energy level at its peak.

John McNamee Chairman Concours Branding



John McNamee has been in the apparel business for 22 years. As owner of one of the largest silk screen printing and embroidery shops in the Sacramento area, he is an important asset in keeping the standards of the Niello Concours at Serrano brand. Johns company has been involved in many large

events in Sacramento including both Olympic Trials, the Jazz Jubilee for 15 years, countless fun runs, California International Marathon, and various corporate accounts. Being a car guy, owning two Porsches, a Ferrari, and the orange Detomaso Pantera, on display at the concours today, 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.

Ben Monroe Official Tour Photographer, The Voice of the Concours, Honorary Judges Liaison



During the late 60's one option for a kid from the Pacific Northwest to earn an SCCA Competition License was to attend a certified driving school; Bondurant's School at Sears Point in California was the logical choice and provided exceptional learning/driving experience. Bens' fascination

with photography began during the early 1980's while designing vocational education curriculum for a California school district. A borrowed camera provided a visual medium he had not previously utilized as a training tool. Ben's medium of choice is film. He is a dinosaur... and proud of it. He enjoys combining technical elements of light, texture, composition and perspective to produce a "real time" image that once the shutter is engaged there is no going back to cover up any mistakes. The ongoing challenge is to capture the automobile's essence or personality in a way that evokes an emotional response from the image viewer.

Jim Perell Director of Acquisitions & Special Entries



On January 4th 1956 Jim fell in love with cars. 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. Some 6 years ago Jim was invited to join the SCCA judging team (which he takes not only as an honor, but a serious task) and with his vast knowledge of the many motorcars often seen only at concours events, he continues today in the same capacity when not showing his own Concours level machines.

Lawrence Roth Car Club Liaison



Lawrence Roth has had two distinguished and rewarding careers. The first with the United States Air Force. His flying career took him all over the world flying an array of cargo and fighter aircraft. He retired in 1973 at Travis AFB in Fairfield after the world viewed

a monumental flight operation called "Operation Homecoming". His aircraft brought the first group of POW's back to the United States after picking them up at Gia Lam Airfield in Hanoi, NVN. His second career was in education, teaching high school students for 27 years. Larry started the first Air Force Junior ROTC program in Sacramento. In 1997 he opened an Aviation Academy, giving flight instructions and teaching hands on aircraft maintenance. He retired again in 2001. Larry graduated with an AA degree from Monmouth College in New Jersey, and received his BS degree from Eastern Kentucky University. He and his wife, Shirley, have two married sons and one granddaughter.

Summer Wright Events Coordinator, The Niello Company



Summer Wright has been with the Niello Company since May of 2007. She has been affiliated with the Niello Company for the last 7 years as a part of their advertising team. Currently working as the Events Coordinator, she oversees all aspects of event management for each of the nine dealerships. Prior to her appointment at the Niello Company, she was the Marketing Director

for Oregon State University Athletics, a member of the Pacific 10 Conference. There she managed all areas of marketing and promotion for fifteen Men's and Women's Athletic Programs. Summer's career began in television as the Promotions Director for the local NBC affiliate in Chico, CA. Summer graduated from California State University, Chico with Bachelor of Science in Business Administration with a concentration in Marketing. Currently, she resides in Rancho Murieta with her husband and two young children.

CHITTY CHITTY BANG BANG



Count Louis Zborowski, flamboyant playboy and savior of Aston Martin in 1920 with a timely transfusion of funds from his vast inheritances, went on to race for the marque both at Brooklands Raceway, and in the 1923 French Gran Prix.

With a member of the American Astors for a mother and an extremely wealthy titled European father, the Count was a brilliant mechanical engineer who used recycled airplane engines from World War I to construct four highly successful race cars. Three of the racers were named "Chitty Chitty Bang Bang" after the echoic nickname given

to the engines by pilots during the War. The fourth vehicle was called the Higham Special for his ancestral home, Higham Park.

Ian Fleming wrote the book Chitty Chitty Bang Bang that became the movie in 1968 for his sons' amusement after being a guest of Walter Wigham who had purchased the Higham. The count may have been departed by then but he undoubtedly was not forgotten since one of his many exploits had been the construction of a fourteen mile railway encircling the estate which is still in use.

Perhaps the suggestion that Aston Martin being James Bond's signature marque is simply another degree of separation between Zborowski and Fleming is too much conjecture. The only sure thing is that the count would applaud the connection.



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ONCE THEY WERE RACERS

By Judyth A. Bravo

With these never-published-before photographs which span the 1962 to 1965 running of the Monterey Pacific Grand Prix at Laguna Seca Raceway, Jesse Bravo was able to combine two of his passions. At that time, Bravo was enjoying a career in professional photography with a focus on commercial advertising and photojournalism. He had already been infatuated with anything possessing four

wheels for about fifteen years by then, ever since he snuck the family Model A Ford onto a county road in Milpitas, California, for a blissful two-mile ride all by himself. The eleven year old wasn't caught by anything but a life-long passion for speed.

In the early sixties the West Coast racing scene consisted of events organized by the Sports Car Club of America with the cars and their amateur drivers being

mostly self-sponsored. The series' circuit consisted of four other raceways besides the Monterey Peninsula's Laguna Seca: Del Mar, Vaca Valley, Riverside, and Cotati in Santa Rosa. Those tracks must have seemed slightly chaotic when compared to the highly organized European Grand Prix circuits of that era. However, those courses managed to embody the California style of "cool" that was being recognized by the rest



Photo by Jesse A. Bravo

of the world thanks to Hollywood, and their races attracted the participation of renowned drivers such as America's first Formula One Champion Phil Hill, Graham Hill, Jim Clark and Pedro Rodriguez, as well as crowds of racing enthusiasts.

Bravo was one of them, and as a photojournalist he was able to capture those never-to-repeated moments that showcased the talents of Dan Gurney, Bob

Holbert, Ed Lesley, Richie Ginther, and Indy driver Lloyd Ruby with his View-Finder Canon 35mm camera.

Bravo's photos are even more extraordinary because in the early sixties, although auto racing was recognized as the world's most popular spectator sport, the media's focus was limited mostly to events on the East Coast tracks and the European Grand Prix circuit. To hear the still-passionate, still-shooting photographer

recite his roll call of the driving greats immortalized by his lens is to relive the energy and excitement of those days when auto racing was a live or die matter, and accidents on those tracks were rarely minor. The high-tech influence of today's racing scene may have been missing but it was more than compensated for by a certain gravitas that penetrated the air of those courses and imbued them with a nobility of purpose unknown today.

ONCE THEY WERE RACERS

Photos by Jesse A. Bravo

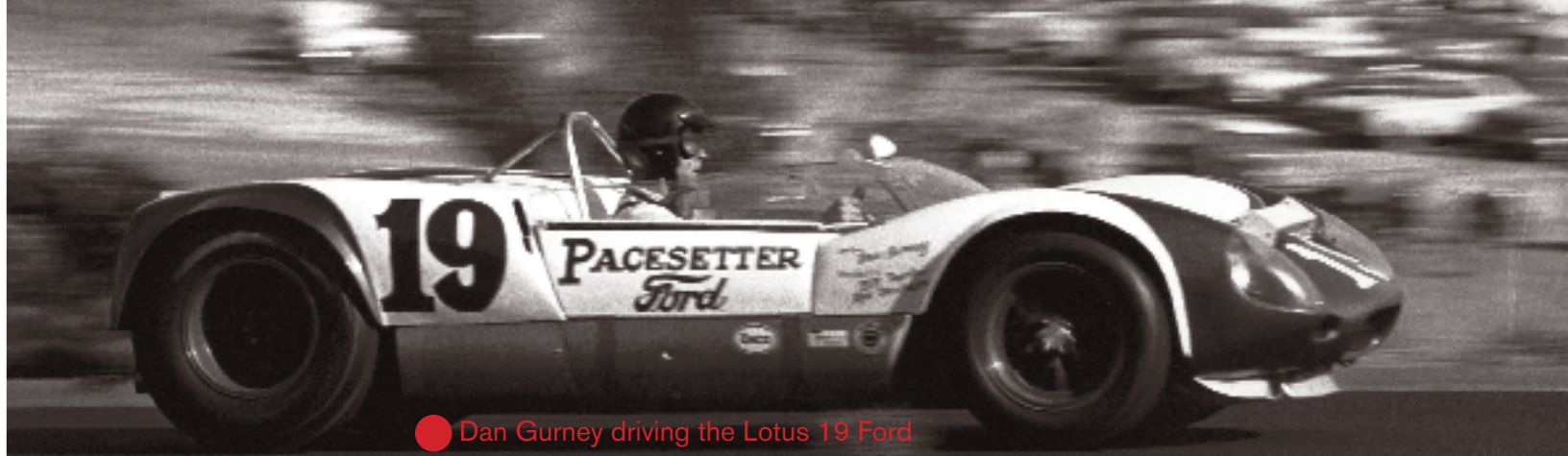


● Ritchie Ginther driving a Porsche RXK

● Sid Colberg driving a Genie MKII

● Jim Clark racing a Lotus 19





● Dan Gurney driving the Lotus 19 Ford



Phil Hill



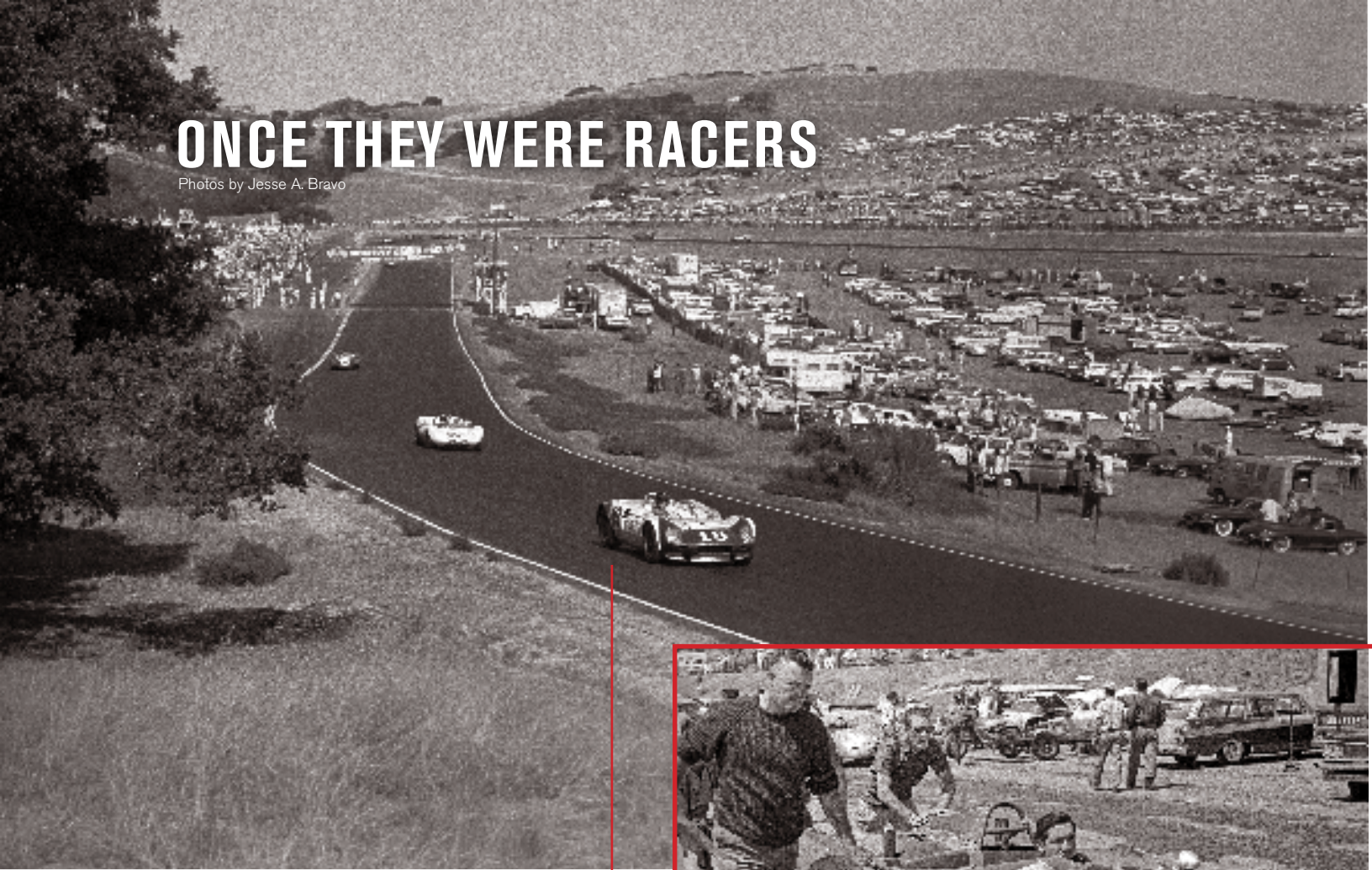
● Nick Reynolds racing at Vaca Valley Raceway



Graham Hill

ONCE THEY WERE RACERS

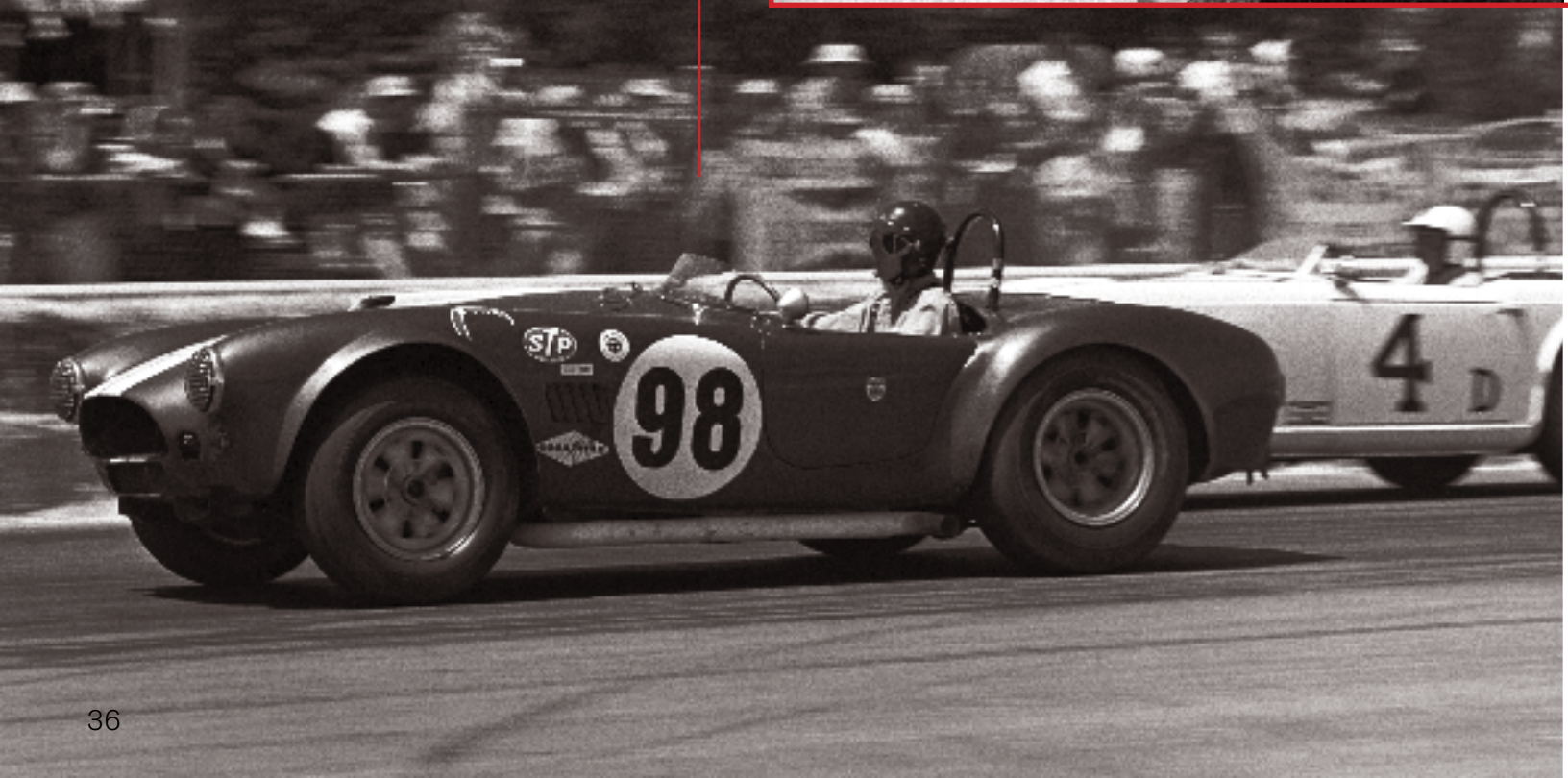
Photos by Jesse A. Bravo



Dan Gurney at Laguna Seca

Joe Huffaker with Pedro Rodriguez
driving the Genie MK8

Ken Miles driving a Shelby Cobra at Laguna Seca





● Bob Holbert driving a 1963 Shelby King Cobra



Pedro Rodriguez and the
Huffaker, Genie MK8

DEEP *Purple* REIGN

By Judyth Bravo

Perhaps in the late 1940's, when hot rod builder Joe Nitti was choosing the color for his fabled 1932 Ford highboy roadster, he chose deep royal purple because he knew his masterpiece was predestined for the recognition accorded to real royalty. The 4th Annual Niello Concours at Serrano is proud to welcome Nitti's Deuce Hot Rod and to congratulate its owner Mark Mountanos on this beauty's latest and greatest award. At the 2006 Grand Roadster show, in celebration of this model Ford's 75th Anniversary, Nitti's 32, as it is affectionately called, was placed on the list of The 75 Most Significant 32 Ford Hot Rods.

In 2000 Mountanos was able to complete a full restoration of the vehicle just in time to win the Bruce Meyer Presentation Award at the esteemed Oakland Roadster Show. A scant fifty

years before the car had captured the "California's Most Beautiful Roadster Award" at the Los Angeles Hot Rod Show. In between those two important shows, this iconic hot rod has consumed almost as much ink as it has gasoline, beginning with an article by Tom Medley in a 1950 Hot Rod issue which extolled its many virtues.

Especially remarkably was that the Deuce is not "all show and no go", a cliché coined with hot rods in mind, undoubtedly. Nitti himself raced the roadster at El Mirage at the Russetta Timing Association Meets, resulting in its reputation as the Hottest Rod of them all. Happily, in 2007 the car has been returned to its former racing configuration.

Like all royalty the car has known its ups and downs (no race track pun intended), and the roadster actually

resurfaced in a disgraceful condition about fifteen years ago. That memorable purple was replicated from a can of Union Oil Royal Triton, Nitti's inspiration for the car's color scheme in the first place, down to its ivory interior and tires' sidewalls.

When Mr. Mountanos isn't preserving icons he resides in Ukiah with his wife Linda and daughter Mariah who have created the Mountanos Family Foundation to provide programs to grant wishes of children with chronic life-threatening illnesses. Interestingly, fifteen year old Mariah, in her spare time, has created an informational website for those who have, or are thinking about, adopting handicapped canines (www.pawstoadopt.com). Truly, our caps are off to this creative family who knows that life is what one makes it. Bravos to the Mountanoses one and all!!



Photo by: Mariah Mountanos



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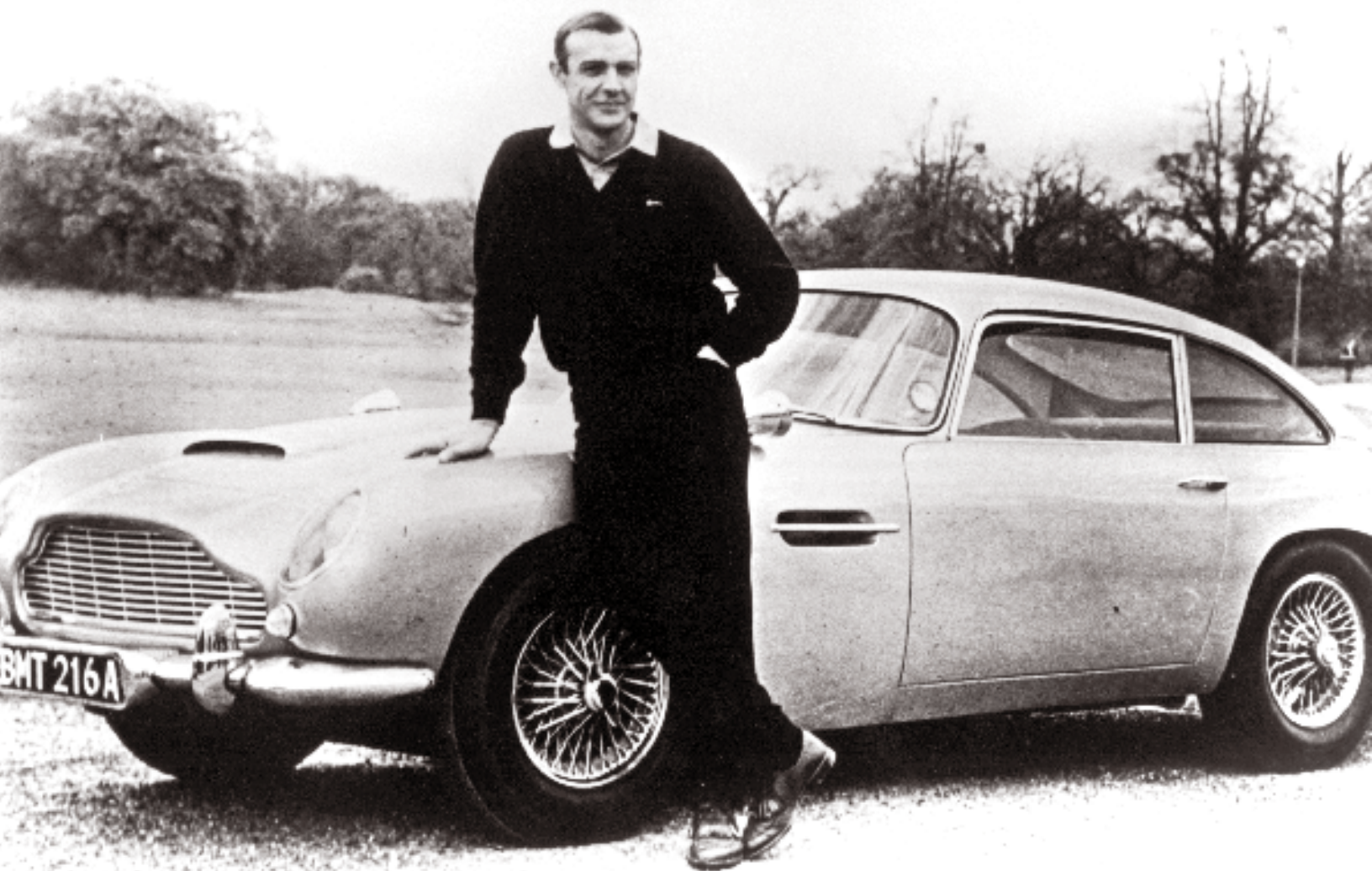
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The Enduring Mystique of **ASTON MARTIN**

By Judyth Bravo

There's a very good reason James Bond drives an Aston Martin. Quite simply, the two are veritable metaphors for one another: both take on the task at hand with unprecedented style and grace whether it be a hill or hoodlum. Both represent the coupling of action with elegance, prowess with speed. In their past the two have had to fight hard to simply stay alive, with the story of Aston Martin's survival rivaling any Bond exploit. Miraculously, both prevail in 2007, seemingly only better with age. True, they have morphed through the years but both continue to exude that elusive combination of muscle and glamour

found in their earlier prototypes.

Following the triumphant return to the screen of the British secret agent driving his Aston Martin in *Casino Royale*, honoring that legendary marque in 2007 at the 4th Annual Niello Concours seems a fitting tribute. The bonding between agent 007 and Astons began on screen with the silver DB5 that appears in the 1964 movie *Goldfinger*. In the beginning, Aston Martin represented Bond's company car, a well-deserved job perk for one whose workdays are as arduous as his. However, by 1995 in *Golden Eye* the make had become his personal car as well.

The most famous model Aston

emerging from the Bond series is the silver grey DB5 seen in *Goldfinger*, *Thunderball*, *Golden Eye*, *Tomorrow Never Dies*, and the 2006 version of *Casino Royale*. Serious car buffs may have noticed that this latest DB5 differed from its previous British versions by sporting its steering wheel on the left side.

The Bond series has used a number of Aston Martins for both filming and publicity purposes, the actual cars being authenticated by their chassis numbers. In January 2006 one of those movie veterans brought \$2,090,000 at auction in Arizona when it was sold to a collector. The sale represented a nice

The Bond series has used a number of Aston Martins for both filming and publicity purposes

turn of profit for a car that originally sold for \$25,000 in 1970.

An Aston Martin doesn't need to have had a screen career to do well at auction. The fact is the collector car market is in love with David Brown-era Astons (new fans of the marque may not know the British industrialist David Brown gave his initials to the DB's when he owned the firm between 1947 and 1972).

According to recent price guides, values of the DB4 and DB5 have approximately doubled over the past three years with current prices ranging from \$150,000 to

\$275,000. The rare Aston convertibles or drophead models called Volantes garner an additional \$100,000 on top of those figures at market.

Of those Bond film veterans probably the most fabled was the DB5 prototype used in Goldfinger which was out-fitted with a number of "extras" for agent Bond's convenience. That version was equipped with front firing Browning .30 caliber machine guns hidden behind the front signal indicators, a passenger ejection seat, plus exhaust pipes capable of emitting a smoke screen for the benefit of unwelcome pursuers. With a chassis number of DP/216/1, the actual car was later stripped of its gadgetry and resold by Aston Martin. Subsequent owners retrofitted the vehicle with weaponry to replicate its screen image. The car was

stolen in Bond script style from its last owner in Florida in 1997. The car is still missing at this time.

Bond's models are not the only ones of this exclusive marque with fascinating sagas: so it goes with Aston Martins. Every one of them has its own story. This phenomenon contributes greatly to the marque's mystique. Usually Aston-Martin owners are only too happy to relate their own vehicles' narratives. That owner has been allowed to play a part in its tale for a while. Usually former Aston owners admit to only one regret: that they ever sold their automobiles. They know that if Don Knott's character Barney Fife had driven an Aston Martin as Andy Griffith's deputy sheriff in Mayberry, he could have been another James Bond.



RACERS OF THE PAST *On the green today*



1956 Aston Martin

Alan Selby
Santa Rosa, CA

The 1956 Aston Martin racer, shown at the 4th Annual Niello Concours at Serrano by Alan Selby of Santa Rosa, returns to familiar turf with its appearance. This white DB3/S was raced at the Sacramento Raceway in 1956. Selby became its proud owner in 1966 and completed a frame-off restoration in 2005. The car represents one of twenty 3/S models produced by the marque, in contrast to eleven factory-team vehicles made.



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Bravo Images

916.966.8312

A selection of photographer Jesse Bravo's celebrity portraiture and West Coast sports racing photo portfolios will be on exhibition and for sale. Also available will be posters from both the 2004 and the 2005 Niello Concours at Serrano along with ones from early Pebble Beach Concours d'Elegance.

Butch Arietta

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THE GOLDEN ERA OF GENTLEMEN RACERS

By Robert T. Devlin

It seems like only yesterday, when the pioneering west coast road races were held in the Del Monte Forest at Pebble Beach. Indeed, fifty years have passed since the final races in 1956 which concluded seven years of what we now consider the golden era of gentlemen racing. The races in the forest established the learning curve to the professional and historical counterparts known today. Racing has continued from 1957 to date on the purpose built Laguna Seca Raceway.

A Sensory Evaluation

With the benefit of three of our senses, portions of this heritage can be relived in the minds of those of us that were present in those trend setting start up years. Visual images through still photos and amateur taken motion picture film provide the viewer with rich depictions of the setting, course, cars, drivers and race crowd. While the visual sense remains dominate, the auditory and olfactory also come into play every time we hear a motor revved up or tires squeal over the pavement or the smell of castor-bean racing oil is detected in the air. The public address loud speakers provided a constant update on the status of the races and the fragrances of the bar-be-cue set ups of the Trader Vic's or local Gallatin's Restaurant spread at the outside of turn three that catered to the more socially inclined in attendance were added features that set the tone for the carnival like atmosphere that prevailed.

A Demanding Race Circuit

Using the roads that surrounded the equestrian center just above the Del Monte Lodge, a course of 1.9 miles in 1950 which was expanded to 2.1 miles in 1951-56 was laid out establishing an extremely demanding race course where driver discipline was at the highest level of any race course over public

roads then in use. The pine tree lined circuit gave no margin for error and on numerous occasions even the slightest digression on the part of the race drivers brought them in contact with the environs which resulted in serious damage to the car and or driver. In the start up years, spectators were held at bay by ropes that were strung between the pine trees, followed later by snow fencing that lined the circuit. Crowd control and safety

were at a minimum as was the case when spectators would dash across the circuit just ahead of an approaching race car or a local Labrador Retriever would head for his favorite tree. While straw bales were placed at strategic points and no passing zones were established at the entrance to each turn, over

enthusiasm on the parts of certain drivers led to their having to take to the safety escape roads set up at each turn

The Shift to Factory Modified Cars

Imported production cars right off the show room floor dominated the entry list in the start up years, with English MG-TCs and TDs and Jaguar XK-120s the cars of choice. A few California built specials and American V/8 powered English Allards filled out the grids. Soon purpose built race cars were the order of the day with the Ferrari marque the one to beat from 1953-56. The post World War II budding sport of road racing had caught on in a big way with entry lists beginning to swell and multiple classes set by engine displacement, over and under 1500cc which was further divided into production and mostly factory modified cars. Thus the movement to faster purpose built race cars such s Ferrari, Maserati, OSCA Porsche Spyder, Jaguar C and D and types and a variety of specials. During the noon hour race recess, slow and lumbering antique race cars would compete in a brief race further providing the

spectators with a contrast to the modern race cars that were the feature attraction.

The Race Cars Return

On the Niello Concours Green today is assembled a special class of cars that ran in those races during the seven years 1950-56 in the Del Monte Forest, including the initial race winner driven by Phil Hill, a 1950 Jaguar XK120 now owned by Mark Miller. Any number of these now historic sports and racing cars have survived the element of time and have been lovingly restored to as new condition. With the advent of The Monterey Historic Automobile Races in 1974 at near by Laguna Seca Raceway, these cars have had a second life and, in the hands of new enthusiasts, now return to the race tracks where they were the star attractions some two generations ago.

"Ah Yes, I Remember It Well"

As the overwhelming aura of the setting engulfs you in the audience at the Niello Concours, be adventurous and turn your back to the lake and face the green. Next, close your eyes and imagine the sounds created by the roar of the racers as they ran their cars at feverish high pitches through the Del Monte Forest. For those of us who remember, it was an experience that will never be forgotten; the golden age of road racing in the early 1950s now remembered fifty years after the concluding year in 1956.



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On the green today

1958 Porsche Speedster 1600cc

Barney Gardner
El Dorado Hills, CA



The crowd-pleasing silver 1958 Porsche Speedster, shown at this years Concours by its proud owner Dr. Barney Gardner of El Dorado Hills, is on the brink of reliving its racing history. This German speedster, painted that country's International Auto Racing color, was campaigned extensively in SCCA races held in California during the late 1950's and early 1960's by its then-owner R.W. Benninger of Palo Alto. Now the classic racer, veteran of the 1963 Monterey Pacific Grand Prix held at Laguna Seca, is being readied by Dr. Gardner and his wife Sara for another go at racing by converting it back to its original racing configurations. Here's to happy days ahead for the trio.



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Shelby's RACING KING



The history of the 1963 Shelby King Cobra Cooper Type 61M at the Niello Concours today is a fascinating one. The car now looks as it would have in 1963, and is the only survivor of the first King Cobra season. The car's current owner is William Hartman of Yuba City. Having this special King Cobra on display exemplifies the high standards of the sports racers you will enjoy on the field today.

In 1963, Carroll Shelby needed a car to compete in the USAC-sanctioned Fall Series on the West Coast, which evolved later into the SCCA Canadian American Challenge Series, the Can-Am.

Shelby's Cobras had already won SCCA's A/Sports Racing title and the USRRC Championship, but the season was almost over. He had time, he had drivers, he needed a car.

Shelby's solution was to go back to Europe and buy two mid-engined Cooper Monaco sports racers—CM/1/63 and CM/3/63—and to adapt

them to his full-race 289 cubic inch Ford V8s. The cars carried four Weber carburetors and a BMC/Huffaker 4-speed transaxle, soon replaced by a Colotti 4-speed.

The first two cars competed in the 1963 Fall Series. CM/1/63 was driven by Dave MacDonald and CM/3/63 by Bob Holbert, until his retirement in 1964. After that it was driven by Dave MacDonald, Ken Miles, Augie Pabst, Skip Scott, Ed Leslie, and Ronnie Bucknum. In 1966 it sold to Alex Budurin with the current ZF 5-speed, but Budurin died and his widow sold it to Dwayne Zinola, who won a national championship with it. Don Ivey owned it next, blew it up, and sold it to Robert Green, who completed a sympathetic restoration in 1991.

Carroll Shelby has been one of the most talented opportunists in American automobile racing. With both the AC Cobra and the Shelby Mustang, he demonstrated a remarkable ability to take existing cars and components and

recombine, redefine, or reconfigure them to create what have

become iconic and immensely successful racing cars.

In the summer of 1963, actually-get-paid-for-it professional sports car racing was just getting started in the United States in a series for purpose-built sports racing cars with more or less unlimited engine size. The production-based Cobras wouldn't have much of a chance, but it was an attractive challenge for Shelby. All he needed was a suitable car. It needed to be cheap, available on very short notice, and sturdy enough to handle a 289 Ford V8.

Like the AC Bristol, the Cooper Monaco was at the end of its shelf life when Shelby came knocking. Designed in 1958 for the 1959 season, the Monaco was the first successful mid-engined sports racer built to accept 2-liter and larger engines. The design concept was appropriate to both Cooper and the era, which is to say pretty agricultural by later standards. It was a derivation of the 1958 Formula 1 design and used four large-diameter tubes in a more or less box-kite arrangement. For the Monaco, the tubes bulged out from the front suspension to the rear cockpit bulkhead to allow two seats inside, then back to a narrow rear suspension pickup.

Though the F1 Coopers of the era had wonderfully stiff chassis, the



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wider Monaco layout was notoriously “interactive,” to use a current euphemism. It was immediately successful, however, and in 1959 and 1960 was the car to beat. As competition arrived on the market (particularly the Lotus 19), the Monaco gained a stiffer frame, upgraded suspension, and improved body design. Through 1962, these were designated Monaco Mk I through IV and were designed for the Climax FPF 2- to 2.5-liter engines that were the dominant English race engine of the time.

In late 1962, the concept was redesigned to accept the 1962 F1 suspension and a seriously revised frame design, wrapped with a much more slippery body. The intended power was the 2.7-liter FPF engine developed for Indianapolis, but the engine bay was intentionally built large enough for a V8. Now designated the T61M, it was still called a Monaco. The 1962 prototype was the only T61M to actually get a Climax, as the early 1963 cars were built on spec and sat unsold without engine packages well into the season.

Shelby faced a simple choice. The Lotus 19 was an excellent design but consensus was that it just wasn't strong enough to carry an American V8. The Cooper had

room for a V8, and several chassis were immediately available. In fact, “available” might be an understatement; by late summer 1963, at most one of the four cars built had been sold, and Cooper was in a bind.

Once the first two rolling chassis arrived at Shelby's shop, the team had less than a month to turn them into contending race cars. The chassis were disassembled and strengthened for a 289 Ford engine and Colotti transaxle. Shelby only had one day of testing at Riverside before shipping the cars off to Kent (Seattle), Washington, for their debut on September 29.

Set records out of the box

The cars were fast out of the box, setting track records at Riverside and Kent, but they were not sorted, and both retired from the actual race. Dave MacDonald won the remaining two races (Riverside and Laguna Seca), but Holbert broke in both. The cars were not the dominant force Shelby would have liked.

At the end of 1963, Shelby bought two more chassis, then four more in 1964

for a total of eight “real” Shelby King Cobras. There were four other T61M chassis sold, and they all got V8s, but not through Shelby (and not all Ford, for that matter) to make a total of twelve T61 Monacos built.

For the nascent U.S. professional road race series of '63 and '64, it was a successful but by no means dominant car—an old design in a world that was changing fast. In many ways, the T61M marks the transition from the flexible chassis, skinny tire, drive-it-sideways cars of the '50s to the stiff-chassis, real suspension and sticky tire, keep-it-stuck-to-the-track cars that followed.

And it was the end of truly flamboyant driving. Check out film clips of MacDonald driving the King Cobra at Riverside. Turn 6 was two 90-degree rights that were really a double-apex 180. Footage shows MacDonald coming into view almost sideways and he never lifts or seems to move the steering wheel as he slides through the whole turn, lap after lap. It is breathtaking to watch.



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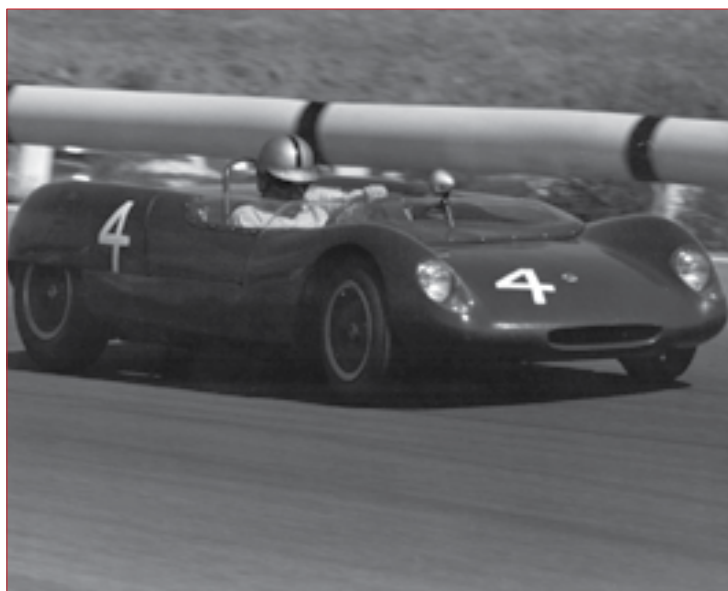
RACERS OF THE PAST
On the green today



1962 Lotus 23B

Skip Quain
El Dorado Hills, CA

The 1962 Lotus 23B race car # 4 at the Concours today was originally entered and raced by Jack Brabham, now Sir Jack Brabham, in the 1962 Fall USRRC series. The car also raced at Laguna Seca that same year as an under two litre sports racer. During the 1991 Monterey Historics honoring Juan Manual Fangio, Sir Jack was in attendance. He reviewed the Lotus, surely with fond memories, and signed several original photos of himself driving the car at both of those races. Current owner, Skip Quain of El Dorado Hills purchased the car in 1978 and has been racing her ever since!





RACERS OF THE PAST *On the green today*



1954 Huffaker Healey Special

Lon & Laurel Pavesi

Carmel, California

Even at a Concours like this 4th Annual Niello Concours at Serrano with its abundance of automobile rarities, the silver car owned and shown by Lon & Laurel Pavesi stands out as being special. In fact, that is exactly what the auto is: the first Huffaker Special ever built.

The year was 1953, the place was Joe Huffaker's home in Novato, California, when this man, who would become known as a master auto builder, laid out a chassis plan that reconfigured a wrecked '53 Austin Healey 100 into the Huffaker Healey Special on the green today. The legendary Huffaker used the Healey Suspension welded to a new tube chassis, and then fabricated a de Dion type rear suspension with a Ford differential. Using the inboard brakes from the Healey, Joe prepped the 100/4 engine and fabricated the racers aluminum body. In May of 1954 at Santa Rosa in the SCCA Class D Modified, the racer began a career campaigned by lucky Mick Marston that would last until 1958 and take the duo to many racing venues such as Pebble Beach, Cotati, Tracy, Buchanan Field, the Sacramento fairgrounds and Port Stockton to name but a few. A salute to this

living legend, Joe Huffaker who built and campaigned cars in nearly every premier racing series in America from USRRC to Trans Am, from Indy cars to IMSA, and is still active in the race world. Congratulations Joe, and keep moving.



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The 4th Annual Niello Concorso at Serrano is proud to be a Sports Car Club of America sanctioned event. In this year's program, in an article titled "Once They Were Racers", the SCCA is lauded for being virtually the sole promoter of auto racing on the West Coast in the early days of the sport. The fact is that since 1944 the SCCA has brought motorsports to all 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 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 a basis

of overall originality and the degree of perfection in the restoration.

The SCCA Concours division is a misnomer in that the SCCA Judging team is comprised of qualified judges of all makes of automobiles not just Sports Cars. The SCCA Concours division was started in the early fifties in order to display the automobiles that would be racing hence drawing a larger crowd. The Concours evolved to include all makes of automobiles not just race cars. The guidelines and rules that were set down by the governing body of the SCCA Concours division, is such that the automobiles being showed must be as they came from the factory. Any upgrade or deviation from the manufacture original design of the automobile will be points lost, thus keeping the automobile as original as possible. Most entrants take great pride in keeping to this standard.

In 2008 the SCCA will institute 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 5 points for entering the show. For 1st in class 5 points, for 2nd in class 3 points, and for 3rd in class 2 points. The automobile that is chosen Best of Show will receive 10 additional points. The automobile that has the greatest number of points at the end of the show season will be declared Concours Champion for that season. 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 championship competition. The points will be tabulated by the SCCA and the award will be presented at the 2008 Niello Concorso at Serrano.

Today's SCCA Officials: Chief of Concours – **Steve Miller** • Chief Judge of Concours – **Butch Wright** • Chief of Scoring and Registration – **Shirley Wright**

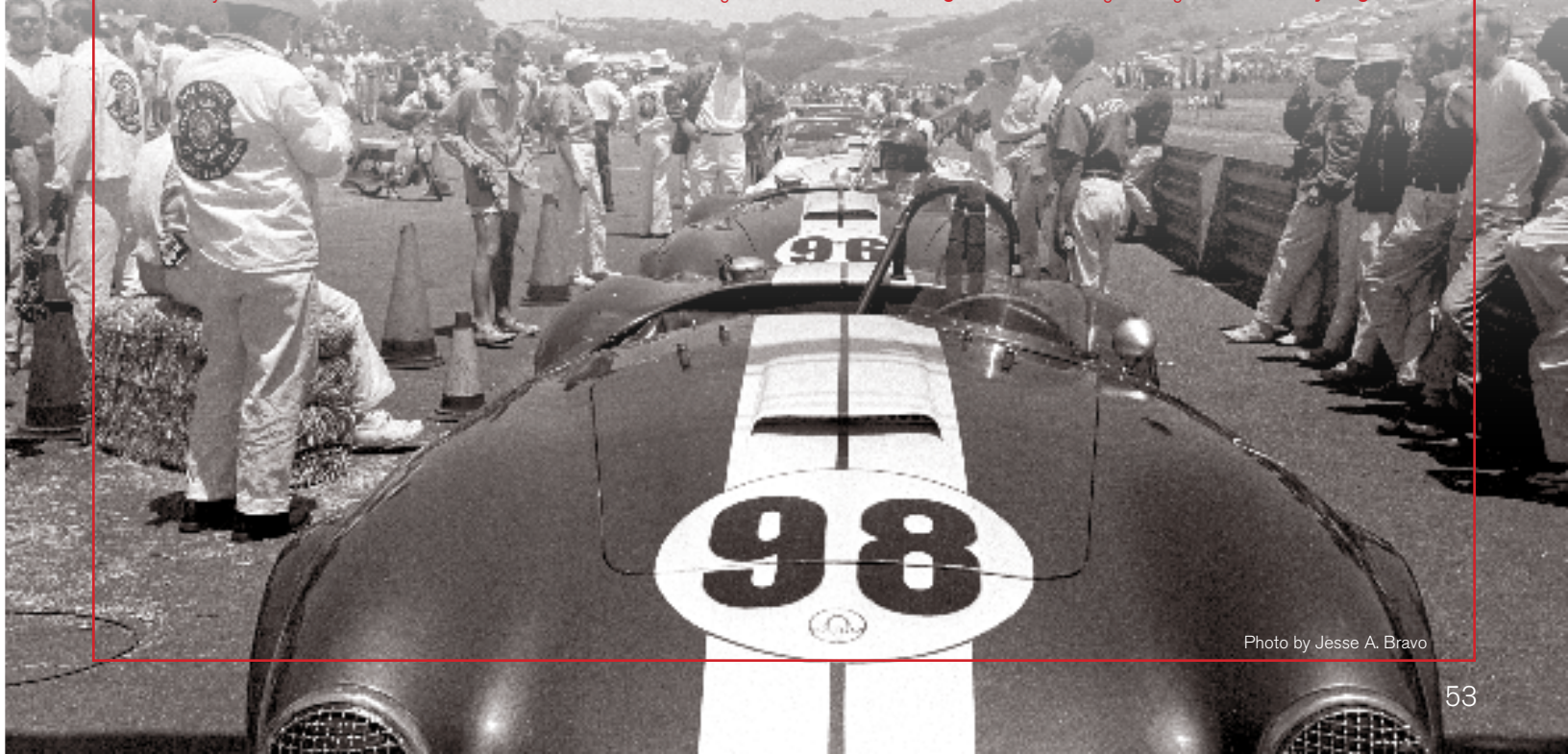


Photo by Jesse A. Bravo

'32 DEUCE *the Spirit*

By Vic Stewart



Edsel Ford appreciated beauty and placed paintings and art in his home and office at the Ford Motor Company factory. He is said to have led a 'Gatsbyesque' life style and was part of high society circles, the opposite of his father Henry. He acquiesced to his father at the factory regarding the company. As its president, however, it was the styling genius he possessed that enabled Edsel to lead his Ford Motor Company design team to produce the '32 Ford, Models B (4) and 18 (V8). That car, the one with the big headlights, 'trick' radiator shell and the longer the body that was wider than the '31 Model A. It was sometimes referred to as a 'baby Lincoln' and struck a chord in human response with its timeless appeal. A newly engineered eight-cylinder engine, the Ford V8 produced 65 horsepower from an engine-block that was cast in one piece at a 90 degree "V" shape by 'Cast-Iron-Charley', Charles Sorrenson. It utilized a flat-cylinder-head, a Detroit Lubricator carburetor, pistons that wore rapidly and rings that leaked after the first 1000 miles giving the engine a nick-name, 'oil-burner'. That car and its engines, the V8 and the 4 cylinder, kicked-off an insatiable quest for speed and an after-market industry fed from these little powerhouses. They were 'guinea-pigs' for the development of reconfigured cams, cylinder-heads, manifolds, exhaust systems, fuel use and anything that would produce more power. The '32 V8 and Model B four unleashed the innate-need to 'best' the engineered efforts of Ford's mechanical

engineers. It was the 'Early Industrial Arts' approach to conquering speed that ushered in the 'hop-up'/hot-rod and all that it would become.

Out on the Mojave Desert an enormous lake allegedly stretched out over a lot of California and Nevada. What remains near Mojave, California, is an alkali dust, bone-dry-flat-for-miles area formed of the alluvial sediment and water run-off. It's perfect for racing and was known as Rogers Dry Lake. The site became a Mecca for hot-rod racers in the '30s. Eventually the Army claimed the site and named it Muroc Air Field. Today the Harper Dry Lake area is known as Edwards Air Base. Somewhere up in the Mojave sky Chuck Yeager met the challenge of reaching the speed of sound.

About this time, Los Angeles, California became the place where Great-Depression ravaged out-of-work people came to find employment. Many car clubs were being formed by young men who fashioned 'hop-ups' out of their automobiles. Some club names were: King's Men, Sidewinders, 90 M.P.H. Club, Mercuries and Albata, Roadrunners, and Throttlers. There were others, like the Thunderbolts, of Sacramento. Many impromptu drag-races occurred on rural roads near towns and cities in the '40's, '50s & '60's; for example Paradise Road in Modesto and the Garden Highway of Sacramento. Camaraderie existed among the racers before the 'war'. What mattered to them was courage, their cars; automotive-skills, modifications done to their cars and more speed. Stated in the article, The Nisei Racers, young men from the Los Angeles area, born in this country of Japanese ethnicity, figured prominently at the lakes scene. Two of them, Danny Sakai, hired later by GM and Ford, and Tsuneo "Tunney" Shikekuni, both were members of the Roadrunners. Tunney and Vic

Edelbrock, Sr., also of the Roadrunners are mentioned in Edelbrock, Made in the USA and formed a loyal friendship, built engines together and competed against each other. When Tunney was compelled to go to the internment camp during the Second World War Vic kept the engine for him until he returned.

By 1931 speeds were timed by the Gilmore Oil Company. In 1937, Southern California Timing Association



Photo by Ron Kimball

(S.C.T.A.) was formed, and continued the timing process and established rules for safety. During the late '40s, timing was performed by Russetta. Army Air Force personnel showed up at the Muroc racing area one day and announced that the racing days were over and everyone would have to vacate the Army's land. Some dry-lakes racers told the Army, "Get lost!" according to William Carroll in his book, Muroc, When the Hot Rods Ran, May 18, 1938. A fabled era faded at Muroc.

Racing activities relocated to continue at Rosamond and Harper Dry-Lakes.

A young enthusiast might have belonged to a car club in the Los Angeles. His 'hop-up', might have begun its life as a '32 Ford V8 roadster, found used or disabled and purchased for about 50 'bucks'. Making it into a hop-up required the removal of fenders, windshield, and the springs might be 'torched' to lower the car's profile. The Ford V8 engine might get Winfield cylinder heads, a reconfigured cam, an Edelbrock made manifold, multiple Winfield carburetors, and a Porter-muffler exhaust system. Many different makes of engines, not only Fords, figured at



the lakes-scene and are listed in Albert Drake's book, Flat Out. Wally Parks was instrumental in the formation of SCTA, NHRA (National Hot Rod Association) and started Hot Rod Magazine, serving as editor when the first issue came out January 1, 1948. He is in his '90s now, a member of the Roadrunners and served as secretary of SCTA back in 1947. It is believed that he is still active today in racing activities and racing in general.

Several SCTA recorded speed statistics

summed up how enthusiastic amateurs improved automotive engineering. A stock Ford V8 reached a speed of 115 miles per hour. Ernie McAfee raced his 4 cylinder Model 'A' Ford with a Winfield cylinder-head to a speed of 138.33 mph. He probably received an S.C.T.A. paper timing disk that confirmed the car's speed which served him well as a trophy and bragging rights. Muroc, When Hot Rods Ran, states, "By the end of 1939 only 29 cars had passed the 100 mph barrier. Nine years later in 1948 every car exceeded 100 mph and at one S.C.T.A. race average speed was more than 130 miles per hour. Local racer and automotive entrepreneur, Dick Bertolucci remembers the timing was done by Russetta in the late '40s & '50s. Everything didn't always go according to plan. At the conclusion racing-events many a 'hop-up' returned home at the end of a tow line.

Who 'stuck' the '32 with the moniker the Deuce? Dick Bertolucci has been into cars and has raced since he was 14 years old. He's participated in meets at Muroc and El Mirage and at Bonneville Salt-Flats in the '50s with his GMC-block-Chevy hot rods competing against Ford V8 Deuces. He had a speed run in 1955 at Bonneville turned at 137 mph. He replied one day when asked who named the Deuce, "It just happened. It was always a Deuce when I was a young person. No one ever knew where the term originated but it was used as a matter of fact, It was a '32". The publication, Rodders Journal is devoted to Deuces and hot-rods and celebrates the Deuce's 75th anniversary with its issues this year. The Beach Boys sang their song, "Lil Deuce Coupe". "Baby", in the movie Dirty Dancing, asks Johnny's cousin about the dance steps she's a witness to, asking, "Where did they learn that?" His reply, "I don't know, they just did it". Probably 'They' named the Deuce, just called it that! In all the lore recorded about the dry lakes racing and hot-rods it seems to be implied that '32 Deuce Ford V8's were always actively participating. In Muroc, When Hot Rods Ran, Dry Lakes and Drag Strip, The Birth of Hot Rodding or Edelbrock,

Made In The USA the word Deuce doesn't appear in the text. One speculation, maybe the word 'Deuce', as well as 'hot rod', had a negative meaning for the public. 'Hop-ups' were loud, strange, speeding, dangerous cars. So, hot-rodders didn't use the terms back-then to avoid public attention.

The 1932 Ford V8 was available as a Roadster, Phaeton, 3 window coupe, 5 window coupe, Victoria and 2 and 4 door sedans. Making a Deuce of one of these an enthusiast would never be satisfied with what came off the production line. The prize would undergo a magical transformation until it could be said that the beauty conceived in the mind of the beholder had produced a result that had met a heart's desire after a mind-boggling struggle to achieve an aesthetic expression of beauty as a '32 Ford V8 Deuce.

The Detroit area is often referred to as Deuce. Hank-the-Deuce is Henry Ford II, Edsel Ford's son, Henry's grandson. Ford Motor Company has produced a Limited Edition 75th Anniversary Dearborn-Deuce-Roadster (copyright). It was built professionally by Hot Rods and Horsepower under the jurisdiction of Ford Motor Company, coming with a 4.6 liter-348 horsepower engine, Fuel Injected V8, automatic transmission, 20" rear wheels. 18" front wheels, custom valve cover, electric side windows, custom leather interior, air conditioning, stereo, and unique badging with embroidered 75th Edsel Ford II, great grandson of Henry Ford, helped auction the first 100 cars at the Barrett-Jackson Collector Car Event during January 13-21, 2007.

Can the Deuce and hot-rods ever be any better or different? Oh, there's always someone out there who will conjecture, "Let me count the ways", and those ways will be driven by ennui. The answer will eventually be, YES! What then? Who named the Deuce, when and where? It's not who named it that's ultimately important. The '32 Ford V8 and the Deuce name are one and the same. Both belong to the people who are part of it. The Deuce is quintessential! Oh, Deuce where do you reach your zenith?

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RACERS OF THE PAST *On the green today*



1956 LOTUS 11 LeMANS

David Springett
Sacramento, CA

The racing history of the 1956 Lotus 11 LeMans on the green today is impressive even to the most jaded auto enthusiast, having raced in over 300 races in the United States and across Europe. Its history began with the car being raced from 1956-1958 by Hon Edward Greenall in forty races throughout Europe when it racked up an impressive eleven firsts, five seconds and

five thirds over those two years. The Lotus went on to be campaigned by the Curtis Smith Racing Team in the UK at Silverstone, Mallory Park, Oulton Park and Snetterton, and then the car was retired from racing in 1959. After current owner David Springett of Sacramento purchased the car in 1978, he raced it in numerous competitions across Europe capturing a first place win at

the Monaco Historic Grand Prix in May of 1983. Both the car and the driver then came home to America in 1984 where the car has been raced extensively in the Western United States ever since. A long journey and a great story bring the car here today to take its place amongst the Sports Car Racing Legends on display at the 4th Annual Niello Concours at Serrano.



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THE QVALE MANGUSTA



Mangusta? Sounds like some sort of prehistoric animal hybrid. Actually, “Mangusta” is Latin for “Mongoose” and is sometimes referred to as one of the most dangerous animals on the planet. When a Mangusta goes after a Mustang, Jaguar, or other untamed species, the end result can be a fiercely competitive animal, or in this case a racecar.

That’s exactly what Alejandro De Tomaso, the fabled Italian automobile manufacturer, had in mind when he produced the stunning De Tomaso Mangustas between 1967 and 1970. He hoped his Mangusta, designed by Giorgetto Giugiaro, would compete favorably with other exotic cars. Unfortunately the Mangusta, built with a Ford engine, was costly to produce. In 1971 it was replaced by the less expensive

to build, but no less vibrant, De Tomaso Pantera. “Pantera” is Italian for “Panther”, another wild and fast animal/race car.

In an effort to import the Pantera to America, De Tomoso formed a partnership with the venerable Kjell Qvale (pronounced Shell Ka-VA-lee), an exclusive car importer. Eventually, the De Tomaso and Qvale partnership went by the wayside with Qvale taking sole ownership and opening the door for the glory days of the Qvale Mangusta.

In 2000 Qvale and his sons sought to reintroduce the Mangusta to American sports car enthusiasts. Originally built as the De Tomaso Bigua, The Qvale Mangusta was a stunning, awe-inspiring high performance sports car.

The Qvale Mangusta was designed by Marcello Gandini and hand-built in Modena Italy, just like Ferraris, Maseratis

and Lamborhinis. Endowed with a roaring 320-horsepower V-8 engine (the same engine used in the Ford Mustang Cobra), the rear-drive Mangusta was able to accelerate from zero-60 mph in a little over five seconds and attain speeds upwards of 160 mph. With a \$70,000 price tag, the car was equipped with a removable top, rich leather interiors including a black leather steering wheel, and was available in an array of exotic colors including Santorini Blue Pearlescent, Mangusta Green Metallic, and Tigre Yellow.

Today, the Italian-bodied car with it’s American engine is a rare collectible. Between 2000 and 2002 Qvale only built 270 of these exotic street car Mangustas, having sold the rights in 2003 to Britain’s MG Rover Group.

Kjell Qvale is a legend in the automobile world with a track record of over 50 years

BREAKS AWAY FROM THE PACK



Photo by Chuck Kholer

experience as an importer and distributor of luxury brand autos. His successful San Francisco car dealership put him on the map. But it was his involvement with the Mangusta that put him in the center of the bulls-eye for the Trans Am Race series in 2000 and 2001, and again in 2007 in the SCCA GT-1 series.

To coincide with the launch of the exotic and racy streetcar Mangusta, the innovative Qvale had two cars built specifically as racecars as a cross-promotion. One car was built for and driven by Qvale's son Bruce. The other was driven by professional racecar driver Brian Simo in the 2000 and 2001 Trans-Am race series. Tommy Bahama sponsored the bright yellow Mangusta racecars.

The Qvales sought out one of the best in the business to build their racecars: Huffaker Engineering. Together they

formed Huffaker Qvale Motorsports and produced the Huffaker Qvale Trans Am Mangusta. It's a silhouette racer, meaning the shape is that of the Qvale Mangusta street car with a purpose built racecar underneath. The Trans Am Mangusta has more than 660 horsepower and is controlled without computers.

The first year out, the Huffaker Qvale Mangusta raced with much success winning it's first race at Sebring (Fla.) International Raceway followed by wins at Lowes Motor Speedway in Charlotte, NC and Mosport International Raceway in Bowmanville, Ont. -- all with Brian Simo behind the wheel. Ultimately, the Qvale Mangusta racked up the most points winning the 2000 SCCA Trans Am championship series title.

Then in 2001 the Qvale Mangusta was entered once again in the Trans Am series,

this time placing second overall. Following it's impressive but short race history, the two Qvale Mangusta racecars were sold. It would be several years and several owners later, before the Qvale Mangusta once again hit the racetrack.

This year Carl Stein of Carmichael, CA, the new owner of the Brian Simo championship Qvale Mangusta, has been racing the car in the San Francisco Region SCCA series. Currently, Stein -- who is also a veteran of the vintage car race circuit -- is the points leader in the GT1 class. Dressed in its red body, having been painted by previous owner Marvin Jones, CEO of TCI Communications, the Qvale Mangusta still packs a punch and will knock your socks off when it speeds by. See it on the green today at the Niello Concours at Serrano.

By Lesley Stein



On the green today



1953 Nash-Healey Le Mans

Bob Segui
Santa Maria, California



Exhibitor Bob Segui of Santa Maria, California, challenges common belief that the 1953 Corvette made by Chevrolet was the first American Sports Car. He asserts that the Nash-Healey beat it by two years. Segui is on the green at this 4th Annual Niello Concours showing his own red 1953 Le Mans model Nash-Healey coupe. After WWII was won, service men and women came home bringing with them something new to America: sports cars from

Europe. British engineer and designer Donald M. Healey was successfully campaigning a Riley-powered sports car called a Healey Silverstone on the European courses when famed American racing enthusiast Briggs Cunningham commissioned a Healey Silverstone with an American Cadillac engine. That car ran so successfully that Healey hitched a ride on the Queen Mary to purchase additional engines from General Motors on the other side of the Atlantic. Aboard the Queen Mary, Healey met George Mason, the President of the Nash Motor company. Eager to have the name Nash emblazoned on a newly fashioned sports car, Mason offered engines to Healey and the Nash-Healey was born. Though originally built in England, the prototype debuted at the Paris Automobile Show in 1950. Truly a global marque, by 1953 the engines were shipped from Wisconsin to England where they were installed in the chassis, then sent on to Turin, Italy where the engine-chassis was wedded to a custom hand built body by Pinin Farina. Of the hundred and sixty-two Nash-Healeys built in 1953, only sixty-two were the new Le Mans model, named for the marque's first place victory in its class in the 1952 Le Mans Race in France.



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1932 Alvis Speed 20 SA

Gary Marquis
Chico, CA



The 1932 Alvis Speed 20 SA shown at this years Niello Concours at Serrano was one of the first Speed 20's with a Cross & Ellis Sport Tourer body delivered from the factory. It resurfaced in the 1970s behind a lumber yard in Oakland. Some 20 years later plans were made for the car to be restored to, as the owner of the time stated "the finest Speed 20 SA in the world". The car was shipped to The Red Triangle in England and received a complete two-year restoration. Displayed only once after the extensive restoration, the car was then stored away for almost 10 years. Then in 2002 this motorcar graced the green of Pebble Beach. Current owner Gary Marquis of Chico purchased the car in 2005 and has since been participating in many touring events, thus accumulating over 1500 miles.



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DAVE BENDER

CBS 13's Dave Bender is back for another round as Niello Concours at Serrano's official voice and Emcee for the day. Dave has been with the concours since the beginning and has loved every year. He has been enjoying cars since a childhood and since he is still a big kid, this is a perfect way for him to spend an afternoon. Dave is also a big NASCAR fan....this is probably where Dave gets his, "Get-R-Done!!!" attitude. This year he even got his wife, Kelly, to head to Infineon Raceway to watch her first Nextel Cup race. She loved it....especially the wine, the cheese (Its Sonoma for goodness sake), and the speed!!! You can catch Dave on channel 13 Monday-Friday at 4pm, 5pm, 6pm, and 10pm.



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Jack Fitzpatrick, Rescue, CA
- 161 1957 ~ Lotus 11
David Springett, Sacramento, CA
- 162 1960 ~ Lotus Formula II
David Springett, Sacramento, CA
- 88 1958 ~ Porsche Speedster 1600
Barney & Sara Gardner, El Dorado Hills, CA
- 152 1950 ~ Jaguar XK120 Alloy
Mark Miller, Los Altos Hills, CA
- 117 1960 ~ Piranha Sports Racer
Frank Zucchi, Livermore, CA
- 73 1963 ~ Ford Shelby King Cobra
William Hartman, Yuba City, CA
- 90 1954 ~ Huffaker Special
Lou Pavesi, Corralitos, CA
- 114 1962 ~ Lotus 23B
Skip Quain, Foster City, CA
- 154 1953 ~ Curtis 500M
Pat DeWitt, Sacramento, CA

Aston Martin

Class 007A ~ Open

- 113 1956 ~ Aston Martin DB3S
Alan Selby, Santa Rosa, CA
- 119 1964 ~ Aston Martin DB5 Convertible
Richard Findlay, Forest Ranch, CA
- 170 1955 ~ Aston Martin DB3 S
Tony Symmes, Paradise, CA

Class 007B ~ Closed

- 2 1954 ~ Aston Martin DB2/4
Michael Ginsberg, Rancho Cordova, CA
- 60 2005 ~ Aston Martin DB9
Salerno Motorsports, Rocklin, CA
- 75 1964 ~ Aston Martin DB5 Touring
Guy Simpson, Los Gatos, CA
- 104 1964 ~ Aston Martin DB5
Paul Carrubba, Aptos, CA
- 131 1985 ~ Aston Martin Oscar India
David Dietrich, Grass Valley, CA
- 141 1997 ~ Aston Martin DB7
Mark Gjerde, Wilton, CA

- 160 1962 ~ Aston Martin DB4
David Springett, Sacramento, CA
- 166 2003 ~ Aston Martin Vanquish
Salerno Motorsports, Rocklin, CA
- 169 1966 ~ Aston Martin DB6 Vantage
Tony Symmes, Paradise, CA
- 184 1964 ~ Aston Martin DB5 Coupe
George Wood, San Ramon, CA
- 185 1961 ~ Aston Martin DB4 GT Zagato
Peter Read, Berkeley, CA

Classics ~ Distinctive Motorcars from 1925-1948

Class A ~ US Classics Open

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- 16 1931 ~ Chrysler CG
Kenneth Daniel, Los Altos Hills, CA
- 45 1933 ~ Packard 1005
Cecilia /Victor Nelson, Palo Alto, CA
- 156 1935 ~ Packard 4 Door Convertible Sedan
Rick Niello, Carmichael, CA
- 165 1934 ~ Packard 1107 Phaeton
Jay & Christina Moore, Lahina, HA
- 174 1937 ~ Packard 115 C Convertible
Rick Niello, Carmichael, CA

Class B ~ US Classics Closed

Sponsored By Hagerty Insurance

- 18 1937 ~ Packard Super Eight 1500
George Beck, Concord, CA
- 24 1934 ~ LaSalle 178 Series 350 Coupe
Marshall Kraus, Sacramento, CA
- 36 1940 ~ Packard 160 Convertible Coupe
Danno Raffetto, Placerville, CA
- 132 1929 ~ Packard 645 Limo
John & Carol O'Neill, Sunol, CA
- 177 1941 ~ Lincoln Continental Durham
John & Carol White, Sacramento, CA

Class C ~ European Classics Open & Closed

Sponsored By Hagerty Insurance

- 39 1948 ~ Allard LCC
Albert Reynolds II, Fair Oaks, CA
- 72 1932 ~ Alvis Speed 20 SA Tourer
Gary Marquis, Chico, CA
- 111 1947 ~ Jaguar MK IV DHC
Howard Clarke, Springville, CA

EXHIBITOR LIST

Special Display

1932 Ford

- 84 1932 ~ Ford 5 Window Coupe
Bruce Woodward, Sacramento, CA
- 145 1932 ~ Joe Nitti High Boy
Mark Mountanos, Ukiah, CA

Class Commercial

- COM 91 1941 ~ Ford Pick Up
Ted Johnson, Sacramento, CA
- COM 142 1952 ~ Chevrolet Pick Up
Dave & Marilyn Stevenson, El Dorado Hills, CA
- COM 143 1929 ~ Ford Model A Closed
Rod Bailey W., Sacramento, CA

Class VM ~ Vintage Motorcycles

Sponsored By British Car Service

- 4 1948 ~ Jawa Springer
George Pasti, Placerville, CA
- 180 1967 ~ BMW R60/2
Alan Gailbrath CArmichael, CA
- 181 1653 ~ Norton Manx
Paul Adams, Shingle Springs, CA
- 182 1937 ~ Norton International
Paul Adams, Shingle Springs, CA

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Class D

2006 Niello Concours at Serrano Winners Row

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- 23 1941 ~ Cadillac Series 62 Convertible
Marshall Kraus, Sacramento, CA
- 49 1942 ~ Packard 110 Convertible
Jon Fuiks, Sacramento, CA
- 55 1960 ~ Alfa Romeo Giulietta Sprint
Robert Collins, Diamond Springs, CA
- 71 1955 ~ Porsche 356 Speedster
Larry Wilson, Fair Oaks, CA
- 101 1913 ~ Pope Hartford Model 31
Bill Gularte, Soledad, CA
- 120 1939 ~ BMW 328
Matt Sell, Boise, ID
- 135 1953 ~ Packard 300 Convertible
Lou Hoffman, Placerville, CA

Class E ~ Preservation Award

Sponsored By Brian D. Moore Restorations

- 34 1948 ~ Buick 59
Ray & Jana Tomasello, El Dorado Hills, CA
- 85 1937 ~ Packard 120 C Sedan
Brian & Michele Moore CArmichael, CA
- 86 1949 ~ Bentley Mk VI James Young Cpe
Robert Wardlow, Gold River, CA

Class F ~ Muscle Cars 1963-1972

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- 9 1965 ~ Pontiac G T O
Rick Jeffery, Diablo, CA
- 27 1969 ~ Dodge Charger
Bryan Simpson, Rescue, CA
- 33 1971 ~ Chevrolet Chevelle SS
Maryann Simpson, Rescue, CA
- 43 1966 ~ Ford Shelby GT350
Pete Bernardoni, El Dorado Hills, CA
- 47 1966 ~ Pontiac GTO Convertible
Philip Hankins CArmichael, CA
- 69 1969 ~ Ford Mustang
Dale Peterson, Grass Valley, CA
- 102 1969 ~ Chevrolet Camaro SS RS
Stephen Reinero, Granite Bay, CA

Class H ~ Ferrari Through 1974 Including Dino

Sponsored By Brian D. Moore Restorations

- 77 1966 ~ Ferrari 275 GTS
Joe Hensler, Fair Oaks, CA
- 106 1967 ~ Ferrari 330 GTC
Jack Fitzpatrick, Rescue, CA
- 146 1973 ~ Ferrari Dino 246 GT
Greg Houck, Rancho Cordova, CA
- 186 1960 ~ Ferrari 250 SWB Competition Burlinetta
Peter Read, Berkeley, CA

Class I ~ Ferrari 1975-1989

Sponsored By Gentle Dental

- 15 1985 ~ Ferrari 308 GTSI QV
Mark Rademacher CAmeron Park, CA
- 21 1987 ~ Ferrari Testarossa
Shannon & Terrie Rogers, Citrus Heights, CA
- 38 1989 ~ Ferrari Testarossa
Chris Swinney, Yuba City, CA

▶ Continued on next page



- 59 1982 ~ Ferrari 308 GTS GTSI
Craig Wall, Folsom, CA
- 64 1988 ~ Ferrari Testarossa
Michael Balch, Rocklin, CA
- 109 1989 ~ Ferrari 328 GTS
Glenn Cramer, Sloughhouse, CA
- 121 1988 ~ Ferrari Testarossa
Marc Fechner, Granite Bay, CA

Class J ~ Ferrari 1990 to Present

Sponsored By Salerno Motorsports

- 19 1999 ~ Ferrari 550 Maranello
Frank Lograsso, Loomis, CA
- 35 2006 ~ Ferrari F 430
Joe Riera, El Dorado Hills, CA
- 58 2001 ~ Ferrari 360 Modena
Jerome Wall, Riverside, CA
- 89 1991 ~ Ferrari F40
Gerard Vandemergbel, Pinion Hills, CA
- 97 2007 ~ Ferrari F430
Sammy Cemo, El Dorado Hills, CA
- 98 2007 ~ Ferrari 599 GTB
Sammy Cemo, El Dorado Hills, CA
- 100 1997 ~ Ferrari 355 Spyder
Jeremy Burr, El Dorado Hills, CA
- 118 1998 ~ Ferrari 355 Challenge
Frank Zucchi, Livermore, CA
- 138 2000 ~ Ferrari 550 Maranello
Neil Collepari, El Dorado Hills, CA
- 148 2002 ~ Ferrari 360 Modena
Rick Betchley, El Dorado Hills, CA

Class L ~ Exotics

Sponsored By Rocklin Estates

- 10 2006 ~ Ford GT40
Rick Jeffery, Diablo, CA
- 31 1999 ~ Qvale Mangusta Trans Am
Carl Stein CArmichael, CA
- 32 2001 ~ Qvale Mangusta
Steve & Rita Schenker, Oceanside, CA
- 50 2005 ~ Lamborghini Gallardo
Art Dunn, El Dorado Hills, CA
- 61 2005 ~ Bentley GT
Frank Sigrist, Rocklin, CA
- 65 1973 ~ De Tomaso Pantera
John McNamee, Rancho Murieta, CA
- 74 1965 ~ Ford Cobra
Matthew Hunt, El Dorado Hills, CA
- 79 2003 ~ Lambhorghini Muriclago
Glenn Cramer, Sloughhouse, CA

- 80 2004 ~ Lotus Elise
Bob Finkbeiner, Gold River, CA
- 87 2003 ~ Ford Shelby Cobra
Rick Jeffery, Diablo, CA
- 96 2007 ~ Maseratti Quattropte
Sammy Cemo, El Dorado Hills, CA
- 99 1972 ~ De Tomaso Pantera
V. Lamar Fairchild, Placerville, CA
- 107 2003 ~ Lotus Esprit
Jack Fitzpatrick, Rescue, CA
- 124 1957 ~ Lister Replica
Melodie & Robert Thompson, Placerville, CA
- 127 1988 ~ Lamborghini Jalpa
Bill Overhauser, Rancho Murieta, CA
- 130 1981 ~ DeLoren DMC 12
Stephen Ivie, El Dorado Hills, CA
- 140 2000 ~ Qvale Mangusta
Matt Johnson, La Honda, CA
- 149 1965 ~ Ford Cobra Daytona Coupe
Steven Patching, Sacramento, CA
- 153 2006 ~ Ariel Atom
Tyrone Curry, Citrus Heights, CA
- 172 2005 ~ Fors GT40
Sebastian Bariani, Sacramento, CA

Class M ~ Antiques to 1919

Sponsored By Anino's Upholstery

- 3 1915 ~ Overland Speedster
Patrick Hopkins, Orangevale, CA
- 164 1908 ~ Reo
Joe Anino, Sacramento, CA

Class N ~ Vintage Open through 1948

- 14 1936 ~ Ford Cabriolet
Norma Petersen CAmeron Park, CA
- 53 1947 ~ Chrysler Town & Country Woodie
Tom Mendenhall CArmichael, CA
- 171 1940 ~ Ford Convertible
Dan Schwartz, Fair Oak, CA

Class O ~ Vintage Closed through 1948

- 6 1929 ~ Ford Station Wagon
Glenn Johnson CAmino, CA
- 95 1936 ~ Buick 40 Coupe
David Pickens, Elk Grove, CA
- 136 1931 ~ Chevrolet Coupe
Dwayne Fleming, Nevada City, CA
- 159 1934 ~ Ford 3 Window Coupe
Jim Peterson, Sacramento, CA

Class P ~ American Open 1949 -1960

Sponsored By Meguiars

- 68 1962 ~ Chevrolet Impala Convertible
Ed Brewer, Elk Grove, CA
- 78 1959 ~ Chrysler 300 E Convertible
Joe Hensler, Fair Oaks, CA
- 123 1960 ~ Linclon Continental MkV
John & Susan Swensson, Saratoga, CA
- 133 1949 ~ Packard Convertible
Bill & Carol, Norton America Canyon, CA
- 137 1956 ~ Oldsmobile 98 Starfire
Larry Caye, Folsom, CA
- 155 1953 ~ Buick Skylark Convertible
Rick Niello CArmichael, CA
- 175 1957 ~ Chevrolet Bel Air
Rick Niello CArmichael, CA
- 176 1957 ~ Chevrolet Bel Air
Dave Brazelton, Placerville, CA

Class R ~ American Closed 1949 -1960

Sponsored By Meguiars

- 25 1956 ~ Oldsmobile Super 88
Murrill Conley, Lincoln, CA
- 37 1958 ~ Edsel Pacer
Greg Stahlman, Diamond Springs, CA
- 54 1954 ~ Cadillac Series 62 DeVille
Jim Hearn, Sacramento, CA
- 56 1954 ~ Buick Special
David Hill, Fair Oaks, CA
- 67 1949 ~ Cadillac Sedanette
Ed Brewer, Elk Grove, CA
- 92 1957 ~ Cadillac Eldorado Bougham
Geoffery Smith, San Rafael, CA
- 112 1957 ~ Chevrolet Bel Air
Patrick Rodgers, Rescue, CA
- 168 1949 ~ Oldsmobile 4 Door 98
John D'Attilio CArmel, CA

Class S ~ American Closed 1961 -1972

- 11 1961 ~ Chevrolet Impala SS
Dave Brazelton, Placerville, CA
- 48 1970 ~ Ford Torino GT
Deborah Clenening, El Dorado Hills, CA
- 139 1962 ~ Chrysler 300H
Doug Warrenner, Fair Oaks, CA

Class T ~ American Sports Cars 1953-1967

Sponsored By ADCO

- 40 1957 ~ Ford Thunderbird
Lawrence Roth, El Dorado Hills, CA
- 44 1957 ~ Ford Thunderbird
Don Wulbers, Citrus Heights, CA
- 46 1957 ~ Ford Thunderbird
Phillip York, Sacramento, CA
- 57 1955 ~ Ford Thunderbird
Rich Flaig, Granite Bay, CA
- 125 1957 ~ Ford Thunderbird
Ross Woodman, Elk Grove, CA
- 129 1958 ~ Chevrolet Corvette
Ron Pizer, Reno, NV
- 144 1967 ~ Chevrolet Corvette Rdstr
Robert Hurdle, Rancho Murieta, CA
- 147 1956 ~ Chevrolet Corvette
Greg Houck, Rancho Cordova, CA

Class U ~ Foreign Sports Cars Through 1956

Sponsored By Money Concepts

- 7 1949 ~ Triumph 2000 Roadster
Jim Rogers, Livermore, CA
- 8 1955 ~ MG TF-1500
Reuben Lusvardi, Shingle Springs, CA
- 13 1952 ~ MG TD
Frank Hilscher, Folsom, CA
- 22 1948 ~ MG TC
Jim Costigan, Lincoln, CA
- 41 1952 ~ Allard K-2
David Rossiter, San Mateo, CA
- 66 1955 ~ Austin Healey 100M
Zimm Udovich, Cottonwood, CA
- 70 1953 ~ Siata 2085 Spyder
Robert Owens, Visalia, CA
- 108 1949 ~ MG TC
Stanley Davis, El Dorado Hills, CA
- 115 1953 ~ Nash Healy Le Mans Coupe
Bob Segui, Santa Maria, CA
- 126 1954 ~ Jaguar XK 120
Andy & Linda, Banta Orangevale, CA
- 151 1953 ~ Jaguar X K 120 FHC
Dick France, Los Gatos, CA
- 157 1955 ~ Porsche 356 Speedster
Rick Niello CArmichael, CA
- 179 1955 ~ Morgan Plus Four
Bob Keller, Oakland, CA

Class V

Foreign Sports Cars 1957-1977 Under \$5000

Sponsored By Tri-Commercial

- 1 1962 ~ MG A MKII
Randy Grossman, San Leandro, CA
- 5 1960 ~ Mercedes Benz 190 SL
Michael Herrmann, El Dorado Hills, CA
- 17 1965 ~ Sunbeam Tiger
James & Anna, Morris Antioch, CA
- 26 1973 ~ Alfa Romeo Spyder
Lenny Pollacchi, Sacramento, CA
- 29 1969 ~ Alfa Romeo Spyder 1750
John Cecil, Magalia, CA
- 62 1959 ~ Mercedes Benz 190 SL
Chris Hinojosa, Rocklin, CA
- 63 1966 ~ Mercedes Benz 230 SL
Chris Hinojosa, Rocklin, CA
- 93 1957 ~ Triumph TR3
William Pugh, Wallace, CA
- 103 1967 ~ Austin Healey 3000 MKIII
Laran Walls, Antelope, CA
- 110 1959 ~ Jaguar XK 150 S
Howard Clarke, Springville, CA
- 122 1963 ~ Austin Healey 3000 BJ7
Randy Andorko, Elk Grove, CA
- 134 1965 ~ Porsche 356 SC
Jerry Kiliany, Granite Bay, CA
- 158 1957 ~ Porsche 356
Rick Niello CArmichael, CA

Class V RC ~ Vintage Racecars

Sponsored By Vintage Motorsport Magazine

- 173 2006 ~ Sprint Maxim
Brad Virga, El Dorado Hills, CA
- 42 1982 ~ March 82-G Coupe
Gary Miller Castro, Valley, CA
- 163 1972 ~ BRM 160
David Springett, Sacramento, CA

Class W

Foreign Sports Cars 1957-1977 Over \$5000

Sponsored By Sports Car Market Magazine

- 12 1973 ~ Maseratti Bora
Wilson Werhan, Walnut Grove, CA
- 30 1974 ~ Jensen Interceptor
Tim Towne, Newcastle, CA
- 76 1963 ~ Jaguar E-Type Rdstr.
Jim Perell, Loomis, CA
- 81 1969 ~ Jaguar E-Type Rdstr.
David Shield, El Dorado Hills, CA
- 82 1967 ~ Iso Grifo
Mike Clarke, El Dorado Hills, CA
- 94 1970 ~ Triumph TR6
AnnaBelle, Pugh Wallace, CA
- 150 1969 ~ Jaguar E-Type OTS
Jeff Chew, San Mateo, CA
- 167 1969 ~ Jaguar E-Type Roadster
Kevin Kemper, Auburn, CA

Class Y

Foreign Passenger Cars 1957-1977 Under \$6000

Sponsored By 11-99 Foundation

- 51 1974 ~ BMW 2002 Turbo
Christopher Provo, San Francisco, CA
- 83 1966 ~ VW 21 Window Delux
Chris Luke, Folsom, CA
- 116 1964 ~ VW 21 Window Delux
Jonathan Dattilio, Lincoln, CA
- 128 1962 ~ VW Convertible
Tony Olmo, Monterey, CA

Class Z

Foreign Passenger Cars 1957-1977 Over \$6000

Sponsored By Milenko Design

- 20 1971 ~ Mercedes Benz 300 SEL 6.3
Lynn & Phil, Conner Dixon, CA
- 28 1971 ~ Mercedes Benz 280 SE
Bud Hopkins, Sacramento, CA
- 52 1973 N ~ BMW Alpina 3.0 CSL
Christopher Provo, San Francisco, CA



WHEN WORDS AREN'T ENOUGH.

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Niello Concours at Serrano Fashion Show

At noon today a high-energy fashion show event featuring fast cars and fabulous clothing from Saks 5th Avenue and Off 5th Avenue will take place lakeside at the Gazebo. Models for the fashion show will be from STAGES a Northern California Performing Arts group which is comprised of three companies representing the different dimensions of dance: Folsom Lake Civic Ballet, iMPACT Contemporary Dance Company and Sound Out Tap Company.

STAGES has a heartfelt connection to the Leukemia & Lymphoma Society which is one of the charities that the Niello Concours at Serrano supports. One of their dancers, Carissa Lane, a 14-year old ballerina is fighting leukemia. Her supportive fellow dancers at STAGES, created an "Evening of Dance", which was held in May of this year. This performance featured the three dance companies of STAGES and was a benefit for The Leukemia & Lymphoma Society.

The poster used to promote this event was created by National award-winning Artist Warren Dayton, whose art became famous as highly-collected posters during the late 1960's.

The print will be available at this years Concours for supporters of the fight against Cancer for \$29 for open-edition, and \$119 for the limited signed and numbered edition. Warren will be signing prints in person at the STAGES Booth. A portion of the proceeds of the sales of the collectible print will benefit The Leukemia & Lymphoma Society.

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1964 Aston Martin DB5 Convertible

Richard Findlay

Forest Ranch, California

The stunning 1964 Aston Martin DB5 convertible, owned by Richard Findlay of Forest Ranch, California, should feel at home being shown here today. After all, this particular car is one of this model Aston built specifically for display purposes at auto shows around the world. The first fifty DB5 chassis were allocated to be convertible models and this black beauty was the third one built; it was sent across the pond to be shown at New York and Los Angeles. Due to its exclusive show status, this Aston has some notable features, and most notable of all are under the hood. In fact the very hood itself is not fitted with insulation pads. The aluminum cam covers are polished instead of silver Hammerstone Paint. Many of the engine parts are polished instead of being "rough" cast or are "hard" chromed instead of nickel plated. An Aston enthusiast can prove his/her "metal" by dropping by this "most famous sports car the world has ever seen" and saying to Kati and Richard Findlay "Gee your horn button is red and gold. I thought the production model's (as opposed to racing model's) was blue and silver"



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CLAS S AWARDS

CLASS A ~ US CLASSICS OPEN



- 1ST** 1941 Cadillac Convertible
Marshall Kraus, Sacramento, CA
- 2ND** 1934 Auburn 12-50 V12 Saloon
Paul Taylor, Arroyo Grande, CA
- 3RD** 1940 Packard 160 Convertible Coupe
Danno Raffetto, Placerville, CA

CLASS B ~ US CLASSICS CLOSED



- 1ST** 1940 Packard 160
Maralyn Moore, Ukiah, CA

CLASS C ~ EUROPEAN CLASSICS OPEN & CLOSED



- 1ST** 1939 BMW 328
Matt Sell, Boise, Idaho
- 2ND** 1938 Delahaye 135 MS
Robert Owens, Hartford, PA
- 3RD** 1960 Bentley Continental Flying Spur
Don Turner, Sacramento, CA

CLASS E ~ PRESERVATION LIMITED TO UNRESTORED Original Cars Through 1956



- 2ND** 1937 Buick Special Coupe
Richard Hansen, Ukiah, CA
- 3RD** 1949 Bentley Mark VI James Young Coupe
Robert Wardlow, Gold River, CA

CLASS H ~ FERRARI THROUGH 1974 INCLUDING DINO



- 1ST** 1972 Ferrari 246 GT
Sal Zamitti, Moraga, CA
- 3RD** 1968 Ferrari 365 GT 2+2
Steve Valin, Nevada City, CA

CLASS I ~ FERRARI 1975-1989



- 1ST** 1985 Ferrari 308 GTSI
Art Dunn, El Dorado Hills, CA

CLASS J ~ FERRARI 1990-PRESENT



- 1ST** 2005 Ferrari Super America
Don Turner, Sacramento, CA

CLASS L ~ EXOTICS



- 1ST** 2006 McLaren Mercedes SLR
Bob Spence, El Dorado Hills, CA

CLASS M ~ ANTIQUES TO 1919



- 1ST** 1913 Pope Hartford
Bill Gularie, Soledad, CA
- 2ND** 1915 Overland Speedster
Patrick Hopkins, Orangevale, CA

CLASS N ~ VINTAGE OPEN THROUGH 1948



- 1ST** 1942 Packard 110 Convertible
John Fuiks, Sacramento, CA
- 2ND** 1931 Ford Deluxe Roadster
Ronald Pizer, Reno, NV
- 3RD** 1936 Ford Cabriolet
Norma Petersen, Cameron Park, CA

CLASS O ~ VINTAGE CLOSED THROUGH 1948



- 1ST** 1936 Buick Special Coupe
Dave Pickens, Elk Grove, CA
- 2ND** 1937 Chrysler Coupe
Dave Labhard, Sacramento, CA
- 3RD** 1948 Packard Deluxe Eight Touring
Brian Brandt, Fair Oaks, CA

CLASS P ~ AMERICAN OPEN 1949-1960



- 1ST** 1953 Packard 300 Convertible
Lou Hoffman, Placerville, CA
- 2ND** 1960 Chrysler Imperial Crown Convertible
Henry Hopkins, Richmond, CA
- 3RD** 1956 Oldsmobile 98 Starfire
Larry Caye, Folsom, CA

2006



CLASS R ~ AMERICAN CLOSED 1949-1960



- 1ST** 1957 Chevrolet Bel Aire
Bob Fox, Carmichael, CA
- 2ND** 1957 Cadillac Eldorado Brougham
Geoffrey Smith, San Rafael, CA
- 3RD** 1957 Chrysler Imperial Crown Coupe
William O'Brien, San Mateo, CA

CLASS S ~ AMERICAN CLOSED 1961-1972



- 1ST** 1961 Chevrolet Impala SS
Stephen Kramer, Shingle Springs, CA
- 2ND** 1963 Chrysler 300 J
Reuben Lusvardi, Shingle Springs, CA
- 3RD** 1971 Chevrolet Chevelle SS
Brian Simpson, Rescue, CA

CLASS T ~ AMERICAN SPORTS CARS 1953-1967



- 1ST** 1954 Kaiser Darrin
John Nirenstein, Tiburon, CA
- 2ND** 1957 Ford Thunderbird
Ross Woodman, Elk Grove, CA
- 3RD** 1955 Ford Thunderbird
Rich Flaig, Granite Bay, CA

CLASS T1 ~ CORVETTES 1953-1967



- 1ST** 1964 Chevrolet FI Corvette
Moseley Collins, El Dorado Hills, CA
- 2ND** 1966 Chevrolet Corvette
Gary Hauf, Roseville, CA
- 3RD** 1965 Chevrolet Corvette
Brett & Lynn Egen, Granite Bay, CA

CLASS U ~ FOREIGN SPORTS CARS THROUGH 1956



- 1ST** 1955 Porsche 356 Speedster
Larry Wilson, Fair Oaks, CA
- 2ND** 1947 MG TC
Douglas Spindler, Shingle Springs, CA
- 3RD** 1956 Jaguar XK 140 MC
Geoffrey Horton, Sonoma, CA

CLASS V ~ FOREIGN SPORTS CARS 1957-1972 Under \$5000



- 1ST** 1958 Porsche Speedster
Barney Gardner, El Dorado Hills, CA
- 2ND** 1965 Porsche 356C
Jerry Kiliany, Granite Bay, CA
- 3RD** 1970 Triumph TR 6
Anabelle Pugh, Wallace, CA

CLASS V1 ~ AUSTIN HEALEY 1961-1957 3000



- 1ST** 1965 Austin Healey 3000
John Fox, Napa, CA
- 2ND** 1963 Austin Healey Mark II 3000
Randolf Andorko, Elk Grove, CA
- 3RD** 1961 Austin Healey 3000
Kenny Johnson, Cameron Park, CA

CLASS W ~ FOREIGN SPORTS CARS 1957-1972 Over \$5000



- 1ST** 1969 Jaguar XKE OTS
David Shields, El Dorado Hills, CA
- 2ND** 1965 Jaguar E Type Coupe
Mark Hacker, Los Gatos, CA
- 3RD** 1963 Jaguar E Type Roadster
Jim Perell, Loomis, CA

CLASS X ~ FOREIGN PASSENGER CARS 1957-1972 Over \$6000



- 1ST** 1954 Volkswagen Convertible
Melissa Frank, Menlo Park, CA
- 2ND** 1953 Rolls Royce Silver Wraith Limo
Don Riddleberger, Sacramento, CA
- 3RD** 1955 Rolls Royce
Bob Ammirato, Folsom, CA

CLASS Y ~ FOREIGN PASSENGER CARS 1957-1972 Under \$6000



- 1ST** 1960 Alfa Romero
Bud Collins, Diamond Springs, CA
- 3RD** 1966 Volkswagen 21 Window Deluxe
Chris Luke, Folsom, CA

CLASS Z ~ FOREIGN PASSENGER CARS 1957-1972 Over \$6000



- 1ST** 1972 BMW 3.0 CS
Kurt Delimon, San Jose, CA
- 2ND** 1972 BMW 3.0 CSI
Shawn Hanson, El Sobrante, CA

CLASS VRC VINTAGE RACE CARS



- 1ST** 1956 Cooper Formula 500
Richard Frank, Fremont, CA
- 2ND** 1932 Miller Ascot Race Car
Ed Hegarty, Sacramento, CA
- 3RD** 1969 Chevrolet Sunoco Camaro
Bret Radanof, Roseville, CA

SPECIALTY AWARDS

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1913 Pope Hartford
Bill Gularte, Soledad, CA

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1939 BMW 328

Matt Sell, Boise, Idaho



GALA AWARD

1939 BMW 328

Matt Sell, Boise, Idaho



R. E. KENYON DRIVING TOUR
AWARD

1953 Buick Boat Tail Skylark Convertible

Rick Niello, Carmichael, CA



PEOPLES CHOICE AWARD

1956 Austin Healey 100/4

Terence O'Connor, Fresno, CA



LADIES CHOICE AWARD

1953 Jaguar XK 120 FHC

Dick France, Los Gatos, CA



ALL AMERICAN ELEGANCE

1934 Auburn 12-50 V12 Saloon

Paul Taylor, Auburn, CA



MOST ELEGANT EUROPEAN
MOTORCAR

1938 Delahaye 135 MS Competition Coupe

Robert Owens, Hartford, PA



MOST ELEGANT MOTORCAR

1935 Auburn Boat tail

Don Sears, Sonoma, CA





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1954 DB2/4 Aston Martin

Michael Ginsberg
Gold River, CA



The 1954 DB2/4 Aston Martin owned by Michael Ginsberg of Gold River, California, and shown at this Concours was first purchased by William Randolph Hearst, Jr., who traded the black beauty for a more sedate Gullwing Mercedes Benz. The Aston was advertised as "the fastest car in the world capable of carrying two people with a month's worth of luggage". Driving the vehicle, which was the first left-handed car to be imported to America with a 140 h.p. engine, was risky business on the highways. It was more at home on the race track and was raced in Northern California in both

1954 and 1955, taking second and third places respectively. Mr. Ginsberg personally met "the love of his life" when the Aston was brought to him for restoration in 1993. Unfortunately the plans were curtailed and the couple were separated. In 2004 Ginsberg was able to purchase the car, although by then many of its parts were missing. With dogged determination, he was able to complete a frame-off restoration. His greatest coup was purchasing the last "new" windshield available for the model. Perseverance wins once again. Congratulations Mr. Ginsberg!

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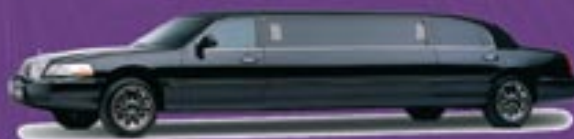
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SNELL - CERTIFIED

THE STORY BEHIND THE LITTLE ORANGE LABEL

By: Gary Horstkorta

The phrase “Snell-certified” is one that racers worldwide are most likely familiar with since the majority of racing organizations require participants to wear a helmet that carries this designation. If your helmet type has been tested and certified by the Snell Memorial Foundation, then it should have a label attached to the hard, inner liner. Having the Snell Certification is a very good thing and to understand why, we have to go back almost fifty years to the early 1950’s.

Sports car racing in the United States was a rapidly growing sport in the 1950’s. Home built specials and foreign sports cars filled most race grids and the word “safety” was a decided afterthought. Roll bars and lap belts were not widely used and when it came to drivers helmets, just about anything was OK. Drivers used a wide variety of helmets, including WWII surplus, fiber shell based helmets and even a type usually worn by polo pony riders.

Wanting to emulate their European contemporaries, many drivers in this country bought these helmets when they started racing. Unfortunately, they did little more than keep your hair in place

while racing, offering minimal protection. There were many serious head injuries as a result of race car rollovers in the early 1950’s and one such incident resulted in what was to become the Snell Memorial Foundation.

The Foundation’s Namesake

William “Pete” Snell was born and raised in San Francisco, became a family man, car enthusiast and service manager for a local automobile dealer. He started racing with the San Francisco Region of the SCCA in 1951, and over the next five years raced a variety of sports cars. Well liked and respected as a racer, he won the Region’s Sportsmanship Award in 1954. Pete Snell’s competed in his last race in August, 1956 at the Arcata (CA) airport. Partway through his race, Snell was hit from behind by another car and lost control of his TR-3. The car rolled over three times, trapping him underneath. Wearing one of the fiber shell type helmets, Snell suffered severe head injuries, which would prove fatal.

The loss of one of their most popular drivers was a shock to all who knew him. As a result, the members of the San Francisco Region (SFR) of the SCCA voted to establish the William Snell Memorial Fund and donations were solicited from the club’s members “to perpetuate the memory of Pete Snell.”

How It All Started

Another SFR member was also present at the Arcata race, Dr. George Snively. Dr. Snively was a Sacramento physician, Director of the Department of Medicine at Sacramento County Hospital and an accomplished racer in his own right.

Besides racing in the event, he was also the trackside physician and had gone to Snell’s aid after the crash. Snell’s death would prove to be a catalyst for Dr. Snively who had been investigating crash helmets on his own since 1954. Having previously accumulated a library of virtually every paper published on helmets and had spent countless hours of his own time testing helmets he had purchased with his own money. Since Snell’s death had unquestionably resulted from inferior head protection, the immediate need for headgear standards became apparent. Dr. Snively decided it was time to begin a formal research program.

At this point, Dr. Snively enlisted the help of another sports car racer, Dr. Clinton O. Chichester, an engineer and professor of food technology at University of California Davis. These two formed an excellent team, with Dr. Chichester the “idea man” and Dr. Snively the “implementer”. As they saw it, their mission was “to establish some standard for the performance of helmets so that an individual can at least distinguish which will offer a known level of protection versus one that will offer practically none.” With this goal in mind, they applied for and obtained a grant from the United States Public Health Service. With these funds, they set up a laboratory at U.C. Davis and begin testing crash helmets in use by drivers of the day.

In March, 1957, the SFR published preliminary results of Dr. Snively’s tests in *The Wheel*. To formalize his testing procedure and increase the number of helmets tested, Dr. Snively utilized an

independent testing facility. Interested parties were invited to witness the test and the press, military and representatives of manufacturers attended. The results of the test showed clearly that two helmets, the Bell 500 TX and the Toptex Competition Model, offered far greater protection than any of the others tested. The Foundation's seal of approval was made available to the manufacturers for use on the two models approved. Dr. Snively released his test results to several motor racing magazines.

Test Results Create A Controversy

When Dr. Snively's test results were published in Sports Car Graphic, Sports Car Journal and MotoRacing in July 1957, they caused an immediate controversy as drivers and manufacturers lined up on both sides of the issue. Several manufacturers felt the tests were inconclusive or biased and many drivers felt it was their choice to wear whatever type and style helmet they desired. As Dr. Chichester told a reporter for the Sacramento Bee newspaper, "You'd be surprised how difficult it is to persuade a driver to pay more than \$8 to \$15 for a helmet that is untested when at the same time, he might be driving an expensive sports car. They ought to invest a reasonable amount of money in their heads."

As the controversy was playing out in the motor sports press that summer of 1957, the SFR of the SCCA announced that after August 30, 1957, all drivers must wear either of the two approved helmets in races sanctioned by the club. Shortly thereafter, the National Contest Board followed suit, essentially deciding the issue. Drs. Snively and Chichester received inquiries from all over the world concerning their studies. All types of motor racing associations requested the test results as did others interested in nearly all other sports where head protection was necessary. More tests were

conducted in 1958 by the two and the next year, they established a set of standards.

Once the Foundation had established a set of testing standards for helmets, they were continually refined as manufacturers brought new and better helmets to the market. Dr. Snively would write a set of standards too tough for any helmet to pass and then ease the standard down a few notches making it more feasible for new helmets to pass, and at the same time, he was challenging helmet manufacturers to continually design better helmets. The revision of these standards took place about every five years, a cycle that is still in effect today.

1983 - Shocking News

Having just retired from his position at U.C Davis School of Medicine and while on vacation on the California Coast, Dr. George Snively, the guiding light of the Foundation, died suddenly of a heart attack at the age of 62. As you might imagine, and helmet testing came to a standstill. Eventually, Dr. Chichester picked up the reins and testing resumed but with a contract employee and only on a part-time basis. The test lab was moved from Dr. Snively's home to a small warehouse. Over the next five years, the helmet testing activity gradually increased but it essentially remained a very small operation and it wasn't until 1984, the Foundation hired it's first, full-time employee.

Today, the Foundation offices and test lab reside in a modern, single story building in North Highlands, a suburb of Sacramento. There are currently nine employees under the leadership of Ed Becker, and their main business is still helmets - testing for certification, prototype testing and random sample tests. They test helmets for auto racing, motorcycle riding and racing; snowmobiling; skiing, bicycling; skateboarding as well as equestrian use.

The helmet testing procedure has been continually improved over the years and the test instrumentation has become progressively more sophisticated allowing standards to be elevated to even higher levels.

The Foundation safeguards its certification by performing on-site factory inspections to verify a helmet makers manufacturing process. They also can randomly test any previously certified helmet at any time by acquiring helmets on the open market and/or requesting helmets from a manufacturer. If the product fails testing, the Foundation can order the manufacturer to "stop production" on the particular model and all certification stickers are to be returned. Interestingly enough, in almost fifty years the Foundation has been in existence, they have only required two manufacturers to "stop production".

Racing helmets have come a long way since the "clothe and goggles" of the early 1900's. Drivers progressed to the leather and fiber "buckets" of the 1950's and finally to today's lightweight, Kevlar, full coverage helmets. Thanks to a very small group of volunteers who took it upon themselves to create the first set of industry standards for helmets, we now have products which are capable of withstanding the extreme forces generated by today's high speed impacts.

So the next time you pull on your helmet, think about and be thankful for the great job the folks at the Snell Memorial Foundation are doing and of Dr. George Snively and Dr. Clinton Chichester - doctors, pioneers, researchers and racers.



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