



NIELLO
CONCOURS at SERRANO



October 2010
CELEBRATING THE BRITISH MARQUES

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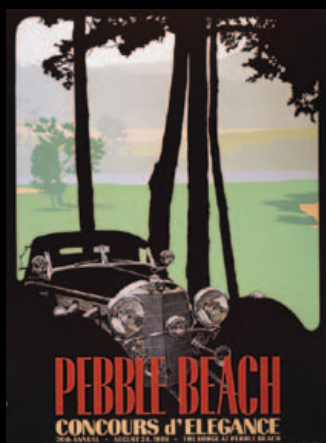

ROLEX



THE PEBBLE BEACH POSTER COLLECTION

Reissued in collaboration with the Blackhawk Museum, The Pebble Beach Concours Poster Collection commemorates this landmark automobile venue that began in 1950. The posters were originally designed to promote the fabled Road Race held on the "Seventeen Mile Drive" on the Sunday following the Pebble Beach Concours d'Elegance on the grounds of the equally elegant Del Monte Lodge on Saturday.

Pebble Beach Road Race posters offered span years 1950 through 1956; Pebble Beach Concours d'Elegance posters available cover years 1966 to 1997. Price \$25.00 includes tax, shipping and handling



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jaguar.niello.com

*Jaguar Platinum Coverage includes all factory recommended scheduled maintenance for five years or 50,000 miles, whichever occurs first. Wear and tear items are limited to brake pads, brake discs, brake fluid changes and wiper blade inserts based on factory specified wear limits or intervals. All work must be performed by an authorized Jaguar dealer. For complete details on Jaguar Platinum Coverage, including warranty and maintenance coverage and exclusions, please visit your local Jaguar dealer or JAGUARUSA.COM. ©2010 JAGUAR LAND ROVER NORTH AMERICA, LLC



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THE 2011 JAGUAR | XJ



Welcome from Brian & Michele Moore

Thank you for joining us for the seventh annual Niello Concours at Serrano. This year we proudly announce “The British are Coming” as we celebrate the British Marques from across the pond.

We are so honored to have Kitty O’Neal as our 2010 Niello Concours at Serrano Grand Marshal. Celebrating twenty-five years at KFBK, NewsTalk 1530, she has established herself as Sacramento’s best afternoon drive radio host. As you listen to her voice on the radio, you can almost see her smile.

There are no words that can describe the gratitude for the sponsorship of this event by the Niello Company. Every year we are astounded by the level of involvement they bring to the table, above and beyond any contract we might have signed. It is our goal to uphold this company’s high standards with this Concours. We are especially grateful for our friendship with Rick Niello and his enthusiasm for this event which push us forward to achieve greater things for this event 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. A special thank you to Eric Zeps whose “can- do” attitude has been most helpful over the last eight years, he really helps us make this event happen every year.

An event of this scope requires many hours put in by many people whom we cannot thank enough. We have formed lifelong friendships with our Board Members, and have invited lifelong friends to become a part of our Board. When we see these friends work so hard on our behalf it truly is overwhelming. We are blessed to have Rosie Kessel as part of our team, her smile and positive attitude make all the stress seem to just float away.

We especially want to thank the SCCA, who provide us with knowledgeable judges, keeping to the standards of a true Concours d’Elegance. When your motorcar wins an award at this event, you can know, it was truly earned.

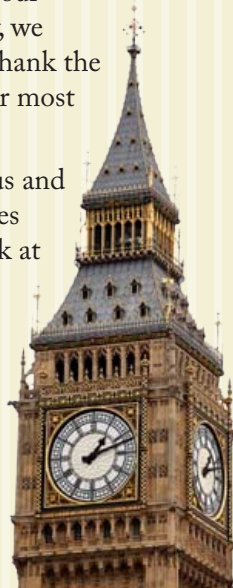
A warm thank you goes to our friend, Jeff Holden, Clear Channel Radio-Sacramento, Vice President and Market Manager, for the fabulous participation of KFBK and the rest of the Clear Channel family of Sacramento stations in promoting this event and making it the success that it is.

A special thank you goes out to the Solid Rock Faith Center who provide us with many volunteers; in turn we proudly support their Lords Gym Outreach Sports Center. Anthony De Arcos is our team’s “solid rock”, just knowing he is on the job as Project Manager, prayerfully making decisions and making things happen is most comforting.

To everyone who supports this event, from the spectators to our generous sponsors, volunteers, advertisers and vendors: really, we could not have done it without you! We especially want to thank the 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. Sometimes when a puzzle piece for the event slips into place we just look at each other and smile, knowing how it divinely happened.

BRIAN & MICHELE MOORE
Event Chairs





Think luxury.

THE CONCOURS FOUNDATION

Today during the Niello Concours at Serrano, The Concours Foundation comes together with other enthusiasts to enjoy some of the finest automobiles in their class.

As we continue to develop partnerships within our region The Concours Foundation works to fulfill it's Mission, to "Provide education, resources, grants and funding to teenage youth in the areas of safe and sober driving practices. Work to encourage and reward outstanding achievements in automotive restoration, preservation and education."

This year's Foundation event, the Finale del Concours Raduno, was held Friday, October 1st. As a result of the generous support of our Sponsors, the Niello Concours at Serrano and the public who attended our Finale, The Concours Foundation has raised funds to support the many aspects of the Foundation's mission.

And in particular, we would like to acknowledge our newest recipient of a TCF grant - University Technology Institute, as

support of their advanced education in automotive restoration.

We are proud to announce that Grebitus & Sons is continuing this year as the sponsor of the Finale del Concours Raduno award that will be presented this afternoon during the Niello Concours at Serrano. This award was selected by the votes of attendees at the Finale event, as they enjoyed the display of some of the best entries from today's Concours.

The Concours Foundation would like to take this opportunity to thank our Concours hosts, Brian and Michele Moore for their commitment to us as we work together to help educate our youth on safe and sober driving habits. If we save one life, it has been worth our hard work. If you would like to learn more about the Foundation and ways you can get involved, such as becoming a LifeTime Patron Member, please visit our website at www.TheConcoursFoundation.com or stop by our booth during today's Concours.



NIELLO
CONCOURS at SERRANO

Save The Date
SUNDAY, OCTOBER 2, 2011

CELEBRATING THE MARQUE OF CORD MOTOR CARS
AND THE 50TH ANNIVERSARY OF THE E-TYPE JAGUAR





Think performance.

NIELLO CONCOURS at SERRANO

October 2010

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A close-up, monochromatic photograph of a car engine. The image is in shades of blue and grey, with a dark, moody atmosphere. The focus is on the engine's components, including a prominent black oil filler cap in the upper center. Various hoses, metal brackets, and bolts are visible, creating a complex, industrial texture. The lighting is soft, highlighting the contours of the engine parts. Overlaid on the lower right portion of the engine is the text "Think service." in a white, elegant serif font.

Think service.

A Welcome from Rick Niello

It is my pleasure to welcome you to the Niello Concours at Serrano. As you stroll through the grounds today, you will see some of the most historic, iconic and modern automobiles in the world and you will also be introduced to the newest vehicles in the luxury market. The Niello Company is proud to be the presenting sponsor of this incredible Northern California Concours for the seventh year in a row.

The Niello Company has an appreciation for fine British products and is elated that this year's Concours celebrates this Marque, with a collection of the world's most exotic vehicles on display. On the green you will find an array of British automobiles including Aston Martin, MG, Jaguar, Austin-Healey, Triumph-Sprite, MINI, Rolls Royce and Bentley.

This year marks the release of many new vehicles to the marketplace and The Niello Company is proud to offer those vehicles to you – the Porsche Cayenne, Maserati Gran Turismo Convertible, Audi R8 V10 Spyder, and redesigned BMW 5 series. We invite you to experience these fine automobiles and take a closer look at them today while on the grounds.

The Niello Company has been in the automotive business since 1921 and specific to the Sacramento area for over 55 years. We have grown to encompass eleven franchises, with locations in Sacramento, Elk Grove, Rocklin and Concord. The Niello Company is committed to providing distinctive automobile products and exceptional service to our customers. Next year, marks our 90th anniversary in the automobile business and we are proud to say that we will be here for you, and any of your automotive needs, in the future.



Tinywater Photograph

Lastly, I would also like to thank Brian and Michele Moore of Premiere Concours Promotions for this wonderful event. We trust you will enjoy this beautiful day, the incredible setting, and the world-class vehicles on display.

Best regards,

Rick Niello

President, The Niello Company



Grand Marshal ~ KITTY O'NEAL

Our Grand Marshal for the 7th annual Niello Concours at Serrano brings a combination of beauty, brains and wisdom to the event today. Kitty O'Neal anchors the highly-rated and award-winning KFBK Afternoon News from 3 to 7 p.m., a show she has hosted for 18 years. She is also KFBK's Lifestyle Editor and provides news updates and feature reports throughout the day. She has had many coveted news assignments including covering a Presidential Inauguration, the Grammy Awards, and 19 Academy Award ceremonies.

Now celebrating her 25th year with KFBK, Kitty has served in various capacities; including producing talk shows for KFBK and serving as News Director for seven years on sister station KGBY-FM.

Kitty's television credits include three years on KOVR 13 as entertainment reporter and host of the weekly real estate show "Home TV," which ran for ten years. She also appears in many commercials, videos and national programs, including a CBS TV miniseries and the A&E Channel's "Biography."

Kitty donates much of her time and talent to community events and charitable organizations. She also has been featured in numerous articles for local newspapers and publications and has appeared three times on the cover of "Sacramento Magazine." Since 2001, the readers of that magazine have annually voted Kitty the "Best Afternoon Drive Radio Personality" in Sacramento.

Before her media work, Kitty sang professionally in a touring musical group and continues to perform today. She graduated with Honors from California State University, Sacramento and has her B. A. Degree in Communication Studies.

She is married to Kurt Spataro, an Executive Chef and Restaurateur and are partners in several Sacramento area restaurants including Spataro and Esquire Grill.

Kitty is passionate about animals, especially felines, and she and Kurt have several cats.

Kitty is an avid traveler, and designs and sews clothing for herself when she has time. She and Kurt have lived in the Curtis Park neighborhood of Sacramento for 21 years.





Think selection.

Sponsors 2010

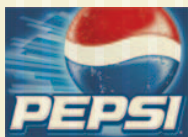
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smart center Sacramento



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Think Niello.

Think for a moment about buying your next car. Think about a vehicle that reflects your likes as well as your lifestyle. A car with the perfect blend of luxury and efficiency, the ideal balance of sportiness and style. A dealership that offers vast selection and variety. A staff that cares for cars and customers alike with skill and enthusiasm.

What you're thinking about is Niello. Thirteen dealerships featuring eleven outstanding brands. An enormous selection of new and pre-owned vehicles. A dedicated service team. And a legacy of customer care that reaches back to 1921.

Thinking about buying a new or pre-owned automobile? Think Niello. It's really the only thought that should come to mind.



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Awards 2010

NIELLO
CONCOURS at SERRANO

THE NIELLO CONCOURS AT SERRANO

BEST OF SHOW AWARD

CLASS AWARDS

THE CHAIRMAN'S AWARD

In Honor of George A. Moore

THE GRAND MARSHAL AWARD

THE HONORARY JUDGES AWARD

THE MOST ELEGANT MOTORCAR

THE FINALE AWARD

Sponsored by Grebitus & Sons

THE TOUR AWARD

Relish the Ride

Sponsored by Relish Burger Bar

THE OUTSTANDING BRITISH MOTORCAR AWARD

Sponsored by British Car Service

THE OUTSTANDING EXOTIC MOTORCAR AWARD

Sponsored by Suds Car Wash

Scheduled on the Green



FABULOUS MOTORCARS ON THE GREEN

As We Celebrate The British Marques

- All of the British marques will be represented...A/C, Allard, Arnolt, Aston Martin, Austin Healey, Bentley, Daimler, Greeves, Jaguar, Lotus, MG, Morgan, Rolls Royce, Triumph and TVR. Enjoy!
- Over 200 motorcars on the green spanning more than 100 years of the automobile; from a 1908 REO, to the newest 2010 Ferrari 458 Italia, including sixteen British manufacturers. Entries from Southern California to Redding, Nevada to San Francisco.
- This year marks the 75th anniversary of the Jaguar name and seventy-five years of looking forward in technical innovation, design leadership and sporting success. In order to share in the heritage and the future of the Marque, Jaguar Sacramento will celebrate this momentous occasion at this year's Concours with a fine showcase of Jaguar's including the Jaguar XF-R, Jaguar XK-R Convertible, and the XJ SuperSport.
- From the Niello Company...
A display of some of the newest vehicles in the luxury automotive market: 2011 Porsche Cayenne, Audi R8 V10 Spyder, Maserati Gran Turismo Convertible and BMW 5 series.
- 1935 Duesenberg SJ Disappearing convertible top owned by William Randolph Hearst.
- The 458 Italia, California & the 599 GTB from Ferrari of San Francisco
- A dozen Ferraris representing the great vintage Ferraris from the 1960's showing the evolution of the Marque including Testa Rossa, and the spectacular F-40.
- A one of 16 built, special race prepared Cobras
- The 1924 Kissel Speedster
- Two 1934 Lincoln KB 12 Convertible Sedans
- The 1962 Cooper Monaco Sports Racer driven by Graham Hill
- A 1973 Iso Rivolta Grifo
- 1933 MG Swept Wing J2
- More than one hundred eighty Classics, Exotics and Vintage Race Cars competing in twenty-one classes !
- The 2010 SCCA Championship Award for the Motorcar of the Year will be announced !
- Drive a Jaguar! Upon your arrival to the Concours visit the Jaguar Sacramento test drive display near the covered bridge and reserve your spot to drive a new Jaguar. There are limited reservations – so make your first stop at the 2010 Niello Concours this one.
- Classic motorcars on display from the 1930's and 1940's will range from the marques of Packard, Chrysler, Delage, Bentley and many other majestic motorcars!
- Spectacular muscle and sports cars from the 60's and 70's

SUPPORT A WORTHY CAUSE

BUY A RAFFLE TICKET...

Live the Dream

Your weekend begins when you arrive at the Jaguar Sacramento showroom Saturday morning. From there, you will head to one of the area's most serene and breathtaking places...the Napa Valley Wine Country. Stop anytime along the way, and absorb all that surrounds you – the stunning vehicle and the incredible scenery. Your final destination will be the luxurious Napa Valley retreat, The Carneros Inn where you will spend the evening. This will be an experience you won't forget. All proceeds benefit the Concours Foundation.

Fashion Event

Please join us at high-noon as we present a high-energy fashion show featuring exotic cars and fabulous clothing. Fashions from various boutique shops in Fountains in Roseville will be featured.

Cigar & Cognac Lounge

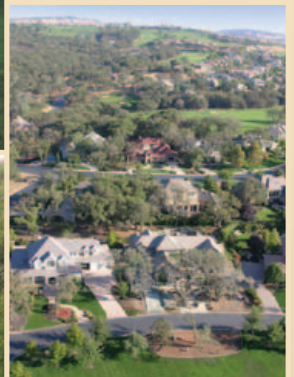
Amongst the fabulous motorcars at the Niello Concours at Serrano will be a retreat for those who enjoy the finer things in life. Hennessy will provide a Cigar and Cognac Lounge with all the accoutrements one would need to truly experience grand living. Hennessy will be offering you XO cocktails while you relax in overstuffed lounge chairs enjoying a fine cigar from Briar Patch Smokeshop.

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- Many Neighborhood Parks
- Award Winning Schools



America's Best Community
National Association of Builders
Best-Maintained Association
Community Association Institute
National 'Building With Trees' Award
National Arbor Day Foundation
Tree Hero Award
Sacramento Tree Foundation



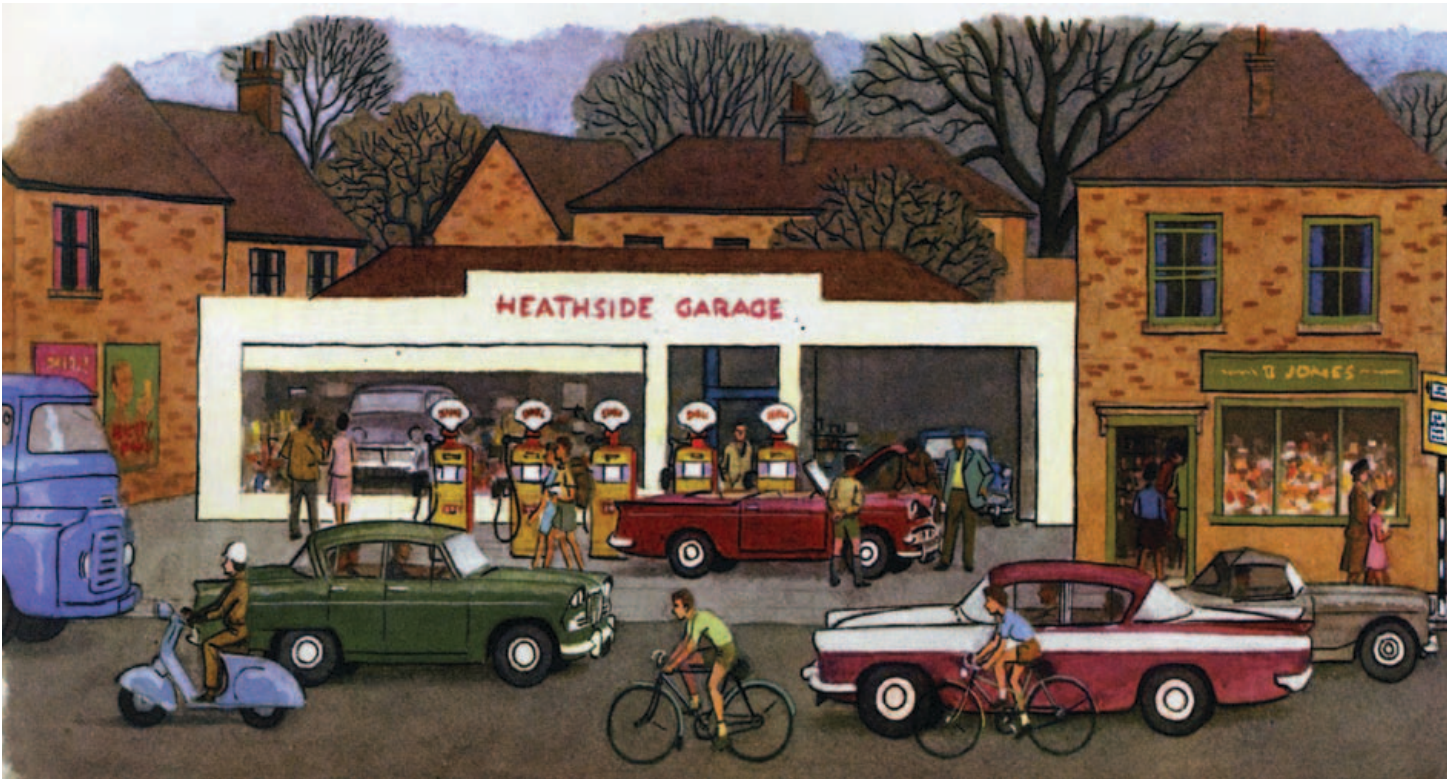
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Joy Riding

UNDERSTANDING THE BRITISH PASSION

BY JUDYTH BRAVO



Auto enthusiasts the world over may disagree on who actually invented the automobile, but few would argue that the British gave birth to the sports car. This type of vehicle has been variously called roadsters, runabouts, even raceabouts over the years, with roots that trace to early touring cars. The term “sports car” would not be coined until after WWI, although the 3 litre 1910 Vauxhall was its prototype.

This vehicle does not require a powerful engine because what really defines it is its excellent handling capabilities achieved by its light weight (example: the Morgan with its trademark wooden substructure). Many early British sports cars possessed a well-engineered, balanced chassis besides advanced suspension systems which allowed them to perform well on those tight twisting English Country

roads. In fact driving them was jolly good fun, often much more fun than maneuvering those heavier, more powerful vehicles of the time.

Webster's defines the word “sport” as “any activity or experience that gives enjoyment, recreation or diversion. The English who throughout history had been besotted with sports and games had coupled the driving experience with pleasure.

The very word “sport” connotes the rigors of rules and exactitudes, the very basis of sportsmanship. With such a mind set what matters is not the destination but the very drive, the journey itself (if that sounds a trifle like “taking time to smell the roses” you're in the right garden). Mechanical problems are taken in stride; in fact, a small malfunction may even provide an excuse to bring the picnic



basket out a tad early in the day. Good show! Upon arrival at one's destination, difficulties encountered, especially the ones surmounted, provide the necessary fodder for tales and stories shared over a pint or a cuppa.

These so-called verbal "swap meets" occur in parking lots whenever car clubs get together. The stories begin to verge on braggadocio; however, this phenomena is related more to the survival style of the British than any egocentricity on their part. In the 2006 film, *The Queen*, Queen Elizabeth II, portrayed by Oscar-winning Helen Mirren, while on holiday at her favorite castle, Balmoral in Scotland, drove her own Land Rover over hill and dale (and stream) for

relaxation. When the Queen got stuck in the mud she tried to free herself without any assistance. The scene brings to mind the famous poster issued by the Crown during WWII that simply read "KEEP CALM AND CARRY ON". Those Brits did exactly that and they endeared themselves to American soldiers in the process. So did their sports cars. These G.I.'s not only liked the British sports cars they liked those almost reasonable price tags. Soon after that world-changing War ended, the English auto-makers were back in business with a whole new market to conquer in America. We're glad you came, mates!



The art of riding shotgun



Driving: Rick Niello, President and CEO; Passenger seat: Martin Camsey, Chief Financial Officer; Backseat: Randy Reynoso, Wells Fargo Business Banking Division Manager

Wells Fargo and The Niello Company. Working together for the long haul.

Rick Niello doesn't operate well in neutral. The man's wheels are always turning, which explains why the Niello Company's family of quality dealerships has flourished. Today, the company is made up of more than 600 employees at more than ten dealerships across northern California. And while Rick's drive is the main factor behind the company's growth, he's also quick to give credit to his friend and finance-minded co-pilot, Randy Reynoso.

"Randy transcends banking relationships," said Rick. "He's a bright guy with people skills and a gift for banking. He's always there for us with answers to all of our lending needs," said Rick of his friend and banker of more than 20 years. Those lending solutions provided by Wells Fargo have entailed capital loans that have contributed to the Niello Company building six new buildings in the past 10 years.

When it comes to business banking, talk to Randy and the business banking team at Wells Fargo. They're experts at helping companies like yours find the fast lane to success.

Together we'll go far



Lawrie Alexander



Born and educated in England, Lawrie Alexander moved to the Midwest in 1968 after four years in Singapore to continue his career in pharmaceutical marketing. In 1975, Lawrie decided to make his hobby his new career, opening a

restoration business (Classic Car Company) in Goleta, California. The next thirty-three years were spent in this field, specializing in restoring British cars, interrupted only by a seven year stint as an executive with Moss Motors, the leading US supplier of British car parts. Lawrie moved to Shingle Springs in 1991 and opened another restoration business in Cameron Park (British Sportscar Center). For many years, Lawrie was the Chief Judge of the Santa Barbara Concours d'Elegance, has judged MG's at Pebble Beach, founded the Santa Barbara MG Club and has been a very active member of the Sacramento Valley MG Car Club since 1991. Having owned close to 50 British cars, Lawrie currently has a 1934 MG PA, an MG TD special which he built and successfully campaigned in vintage racing in the late 1970's and early 1980's, and a 1979 MGB. Lawrie has been married for 48 years to the lovely Jane, has two children and six grandchildren and still lives in Shingle Springs.

Dave Bender



Dave Bender is a California native. He reports the weather Monday through Friday at 4, 5, 6 and 10 p.m. on CBS13. He also hosts the segment "Save with Dave" as well as "The 12 Daves of Christmas," a CBS13 holiday tradition.

Bender attended UC San Diego as well as Palomar College. He studied Meteorology and Broadcasting to prepare him for weather casting. Dave's career has taken him to Arizona, San Diego, and Washington, DC and of course, Sacramento. He has appeared on network television several times. He is an Emmy Award-winning reporter and has also received numerous Emmy nominations, including two for Best Weathercaster.

Prior to his television career, Dave was an animal trainer for the San Diego Wild Animal Park. He worked with birds of prey, parrots and cats. He even appeared twice on Late Night with David Letterman with singing birds. These appearances sparked an interest in television and the rest, as they say, is history.

Dave visits dozens of local schools each year to talk weather and career. Dave also emcees many local charity events and works with Make-A-Wish, The Salvation Army and The Discovery Museum. Dave and his wife Kelly have a daughter, Tori.

Judyth Bravo



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.

Martin Camsey



Martin Camsey worked for Price Waterhouse for five years before joining the Niello Company in 1987. He is currently Vice President and Chief Financial Officer for this respected group of automobile dealerships. Martin has

been involved as a volunteer or board member with charitable organizations including Junior Achievement, Sacramento Metropolitan Chamber of Commerce, The Salvation Army Adult Rehabilitation Center Advisory Council, Planned Parenthood, Sacramento Children's Museum, Sutter Hospital Foundation, Family Services Agency and the Stanford Home for Children. He graduated from Wantagh High School in New

York and CSU Sacramento. Maybe Martin has loved cars since his stroller days, when his mother would tell him what each car was. Thanks Mom!

Ed Crane



Ed Crane has been reporting on radio and television since 1979. He joined the CBS Radio Network in 1982 where, for 18 years, he anchored hourly newscasts as well as the World News Roundup and Special Reports. He went on to be

a reporter and anchor for CBS Marketwatch and has worked as an anchor of the CBS News TV broadcast Up to the Minute. Crane has reported for WCBS-TV, New York and anchored for WCBS-AM, New York.

Prior to joining CBS, Crane worked for WBBM, Chicago. His career began at WIFR-TV, Rockford, Illinois. He is a recipient of the Chicago Headline Club Award and is a graduate of Northwestern University.

Ed's rich journalism background is complemented by some interesting and fun acting credits, including the role of Newscaster #6 in the 2004 remake of The Manchurian Candidate with Denzel Washington, and Interviewer in the 2006 movie The Hoax with Richard Gere. Ed is also an avid golfer and wine enthusiast.

Now settled in Sacramento and a part of the Clear Channel family, Ed greets listeners every weekday morning with news, traffic, and weather during the KFBK Morning News on NewsTalk 1530 KFBK.

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.

Mike Grover



Mike Grover has served as Art and Production Director for the Sacramento Business Journal for 25 years.

A transplanted Wisconsinite, Mike was born in Milwaukee, and has been a life-long fan of the automobile. His father, David, made his living as a collision repair specialist, and often had Mike at his side while doing personal projects at home. At age 12, Mike assisted his dad with a ground-up restoration of a 1957 Chevy Belair. At 16, and with the help of his father, he restored a 1969 GTO convertible. Mike has served as a docent for the California Auto Museum and enjoys creating fine art featuring historic automobiles. Mike is married to wife, Laura and together they have two children. Currently, he is in the process of completing a build of a 1940 Dodge pickup that his father started prior to succumbing to Cancer in 2004.

Supervisor John R. Knight



As a citizen, volunteer and elected official John Knight has given his time and energy over many years to serve El Dorado County. His worked has helped to meet the critical needs of our communities and preserve our

quality of life.

Knight served as an elected member of the El Dorado Hills Fire Board and for 4 ½ years was the District One representative on the County Planning Commission.

A steadfast leader for decades, John Knight has demonstrated the experience and commitment needed to meet the challenges of tomorrow. His experience includes community service as a volunteer firefighter (19 years), retired lieutenant, member and president for the El Dorado Hills Chamber of Commerce and the El Dorado Hills Rotary.

Knight served the citizens of El Dorado County for many years as a member of the El Dorado County Habitat for Humanity (serving as President in 2006 and 2007) and as a trustee on the Marshall Medical Foundation. For over a decade, he served as a board member of the American Red Cross, Sacramento Sierra Chapter.

He earned his Bachelor of Science degree in Finance and Economics from California State University Long Beach and continued graduate courses at UCLA. For several decades he worked in asset management for major banks and savings and loan institutions.

Knight has earned the Trainor-Robertson Humanitarian Award as the individual who demonstrated the greatest philanthropic commitment to organizations in our community, 2002 from the Association of Commercial Real Estate. He was awarded Citizen of the Year 2006 by the El Dorado Hills Chamber of Commerce. As a volunteer firefighter, Knight has been recognized by the El Dorado Hills Firefighters Association with numerous awards over the past two decades for his continued leadership and service to the community.

John has been married to Georgianne for thirty-seven years and both adult children, Joy and Cliff, attended Brooks Elementary School and graduated from Oak Ridge High School.

Tom Matano



Matano has thirty years of experience in the automotive design industry. He held design positions at GM Design in US, GM Holden's in Australia, and BMW in

Germany. In 1983, he joined

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

California State Assemblyman Roger Niello



Born in San Francisco, Assemblyman Roger Niello has lived in Sacramento nearly all of his life. After graduating from Sacramento's Encina High School, Roger attended the University of California at

Berkeley for his undergraduate studies, and then completed his graduate studies at the University of California at Los Angeles

Roger worked as a Certified Public accountant until he joined his family's business at Niello Auto Group in 1974 and spent the next twenty-five years running retail automobile dealerships with his family partners.

In 1995, Roger served as the President of the Sacramento Metropolitan Chamber of Commerce, and was a member of the Capital Area Political Action Committee. As a

y Judges 2010

member of the community, he was an active volunteer.

Roger was elected to the Sacramento County Board of Supervisors in a special election in February of 1999. As a member of the Board of Supervisors, he served Sacramento County on numerous boards and commissions.

In 2004 Assemblyman Niello was elected to represent the 5th District in the California State Assembly. He will be termed out of the Assembly this year and is running to fill the very unfortunate vacancy of Dave Cox in the 1st Senate District in the upcoming election on November 2, 2010.

Roger and his wife Mary have been married for forty years and reside in Fair Oaks. They have five adult children and four grandchildren.

Jim Pelley



Jim Pelley is owner and creative director of Laughter Works Seminars. He teaches people and organizations (such as American Express, Pepsi, AT&T, Walt Disney Company and Chevron) how to put more

humor and creativity in their lives to become more creative, more productive, and less stressed! In college Jim did stand-up comedy, and was a contributing writer for the original Saturday Night Live Show.

Jim is a Founding Organizer of Folsom Lake Bank. He also served as the 2008-2009 Chairman of the Folsom Chamber of Commerce. Jim also served on the Board of Directors for the Folsom Economic Development Corporation and the Folsom Tourism Bureau. He currently sits on the Board of Directors for the Folsom Lake College Foundation. He is the Past President of the Rotary Club of Historic Folsom, and the club's project coordinator for the newly completed Play for All Park. Jim lives in Folsom with his wife Nancy and two rather unruly cats.

Fire Chief Brian K. Veerkamp



The Veerkamp's are a 5th generation Northern California Pioneer Family that immigrated to the area in the 1850's. Brian was born and raised in El Dorado County where he attended Gold Trail

Elementary School and El Dorado High School. He then went on to receive his Bachelor of Science Degree in Business

Administration from California State University, Sacramento, followed by two years of Law School. As a young boy, he learned through being a Boy Scout the importance of Scouting's words to live by and was recognized by that organization as the 2010 Outstanding Community Impact Person. Besides Scouting, he participated in 4-H, Little League and Babe Ruth Baseball. He raced motorcycles (Motocross) for years, attaining the semi-pro rank before focusing on his education and career. He is an avid golfer when time allows and holds the title of John M. Studebaker Wheelbarrow race champion, winning seven times.

Brian started his Fire Service career as a volunteer/paid call firefighter with the city of Placerville in 1981 where he was bitten by the public service bug of helping others. He firmly believes in service above self and demonstrates it by being involved in many community service projects where he gives of himself whenever he can. He became a paid professional firefighter in 1983 and has held every rank in the Fire Service, culminating in 2007 when he attained his goal of becoming the Fire Chief.

Brian has been an Elementary School Board Member for the past thirteen years (eight of those as Board President), a Rotarian for seventeen years and Past-President, member of the El Dorado Hills Chamber of Commerce. He served as a Board Member and is currently the Chairman of the El Dorado County Emergency Services Authority, JPA.

Brian looks forward to many more years of service to the community in any way the good Lord directs him, always appreciative of the blessings bestowed upon him. He has been married to his beautiful wife Lori for thirty years; they have two daughters, Tiffany and Rashell. Serving Jesus with his faith and abilities, he takes great pride in his immediate family and his deep roots in El Dorado County.

Pat Walsh



Pat Walsh is a native of Elk Grove, California. He graduated from Elk Grove High School in 1978. Later, he attended Butte Community College and graduated from California State University,

Chico where he received a degree in Communication Arts and Technology. Pat was a finalist for a 1989 Emmy Award for Video Documentary.

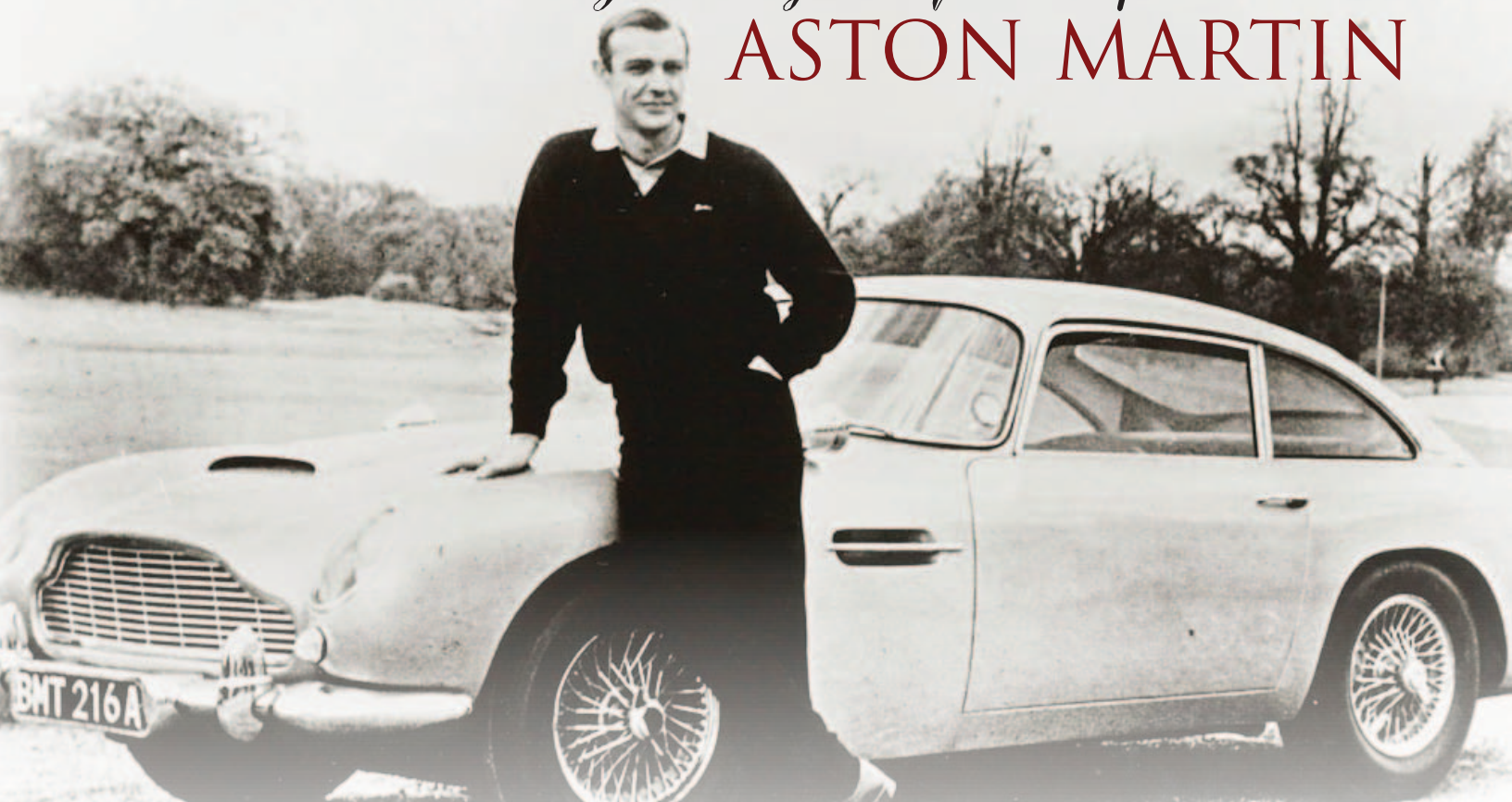
Pat's interest in baseball came from his father, William Walsh, who played for the Sacramento Solons during the 1950's.

Pat began his broadcasting career as a sports and news anchor for KPAY radio in Chico, California from 1990 to 1993. He then served as a news anchor and morning show producer for Talk 650 KSTE in Sacramento from 1994 to 1996. In 1996, Pat also became the sports anchor for NewsTalk 1530 KFBK.

Pat's interests includes the mountains, Bluegrass music, Frank Zappa, The Andy Griffith Show, the Sacramento Kings, St. Louis Rams and L.A. Dodgers.

Listen to Pat's sports highlights every weekday morning and afternoon.

The Enduring Mystique of **ASTON MARTIN**



*T*here'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 2010, 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.

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 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).

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.

BY JUDYTH BRAVO

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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-seven 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 1914, at the onset of 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 reentered the scene with some wealthy investors, seizing control of the firm, renaming it



AND ITS RACE FOR SURVIVAL

BY JUDYTH BRAVO

Aston Martin Motors, and moving it into a former Citroen plant in Feltham. With Augusto Bertelli as its chief designer, the Aston Martin 20 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 Papanicolous of ALL Inc. Before the paint dried on the new firm's signs, George Livanos, Phillips father, had 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

Continued on next page.

ASTON MARTIN *Continued*



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 2007, 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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ChittyChitty BangBang

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.



On the Green TODAY



In the hurly-burly of these stressed out times, meeting a Paul Lewis who can be found on the green today with his 1978 blue MG Midget can be very restorative to an auto-enthusiast. Paul and his prized MG Midget have been together for thirty-two years, traveling the roads and having fun together. Fun. Convertibles are lots of fun and great stress relievers in turbulent times, actually any time.

Lewis learned about British marques through a training with British Leyland in 1975 that prepared him to sell Jaguars in the Blue Ridge Mountains of Virginia. Not pleased with his own performance at this locale, he requested a transfer. Soon he found himself at British Motors of Sacramento selling Jags, Triumphs and MG's, Paul's top seller. British Motors offered an incentive program for sales consultants that allowed them to purchase a new MG for \$100 over dealer cost, and then gave \$25.00 per month towards its maintenance if the vehicle was used to promote new sales. “A no-brainer” laughs Paul, still enjoying his rag top after all these years. Don't give this pair a miss on the green today.

1978 MG MIDGET

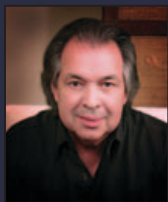
Owned by Paul Lewis of El Dorado Hills, California



NIELLO CONCOURS at SERRANO *Advisory*

Jesse A. Bravo

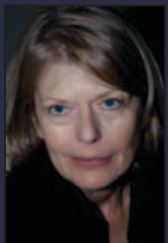
PHOTOGRAPHER ~ CONSULTANT



Jesse A. Bravo has been racing automobiles since the early 1960's when he campaigned a 1957 MGA on SCCA courses. 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 lifelong enthusiasm for motor vehicles. Is it the result of her growing up next door to a car dealer who kept a steady stream of new Cadillac's, Chevrolets and Corvettes parading past her window? Whatever the reason, Judy's enthusiasm to ride in a 1963 XKE Jaguar convertible roadster precipitated her introduction to her husband of almost thirty years, Jesse Bravo, former SCCA Chief of Concours. A former high school art teacher by trade, Bravo sees the great importance of the Concours d'Elegance lying not in its chances for competition but for its opportunity for education.

Anthony M. De Arcos

PROJECT MANAGER



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

Bob Finkbeiner

EVENT LOGISTICS



Bob was raised by a car crazy dad who loved and restored antique automobiles. One event that spurred his passion was when their dad asked Bob & his brother if they would rather have him accompany them to Cub Scouts or stay home with him and work on the old cars. Their response was instant and unanimous. Working with and learning from their dad about cars would lead to a lifelong bond and passion. Bob grew up loving not only antiques but anything with a gas pedal and a brake. He was not old enough to drive (legally) when he bought a 1929 Model A Coupe which he still has. And not many high school seniors owned a 1960 Corvette, but Bob did and was happy to drive the Homecoming Queen in the parade. One of Bob's favorite pastimes is hunting for "vintage tin". He and his father spent many fun filled days in the backlands of South Dakota looking for that elusive antique car someone left beside an old barn and forgot about. When not playing with his cars or looking for a barn find, Bob works as a project manager for 5 Star Services, he also owns Capitol Kirby in Sacramento. His wife Sally shares his passion for the motorcar; they own antiques, classics and exotics.

Christian Finkbeiner

ASSISTANT TO EVENT LOGISTICS



Christian Finkbeiner is a junior at Placer High School in Auburn California where he excels both scholastically and athletically. When he is not studying or running trails in the foothills he can usually be found at home in his dad's shop. As a third generation "car guy", Christian was restoring cars before he was legally old enough to drive. In the summer he enjoys attending the Auburn Cruise Nights with his MG Midget or his 1964 Plymouth. He is currently building a Model T Ford Speedster and a Spec Miata racecar.

Sally Finkbeiner

HONORARY JUDGES LIASON



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

Doug Harvill

MASTER OF CEREMONIES



As a child, Doug Harvill's primary passions centered around automobiles and radio. Not much has changed since then. One of those passions is a lifelong hobby and the other a longtime career. Doug is Sr. VP and Market Manager of the CBS radio stations in San Francisco. He oversees all operations of All News KCBS AM & FM, KFRC, LIVE 105, Alice @ 97.3 and MOV'n 99.7 FM. In addition, Doug is responsible for one of the Bay Area's largest newsrooms (KCBS) and the development of entertainment and information content for digital platforms. Prior to Doug's CBS assignments, he was part of the management team that successfully launched EZ Communications as a public company on the NASDAQ in August 1993. That effort ultimately resulted in a merger with CBS. The automotive passion continues as well. Doug's Porsche 993 is not an example of a "mid-life crisis" but is the continuation of a "life-long crisis" of pursuing the automotive lifestyle. Doug is also a member of the "working press" at automotive events as diverse as the Indianapolis 500 and the Monterey Historics. He also believes the three most beautiful words in the English language are, "Welcome Race Fans."

Board

An event of this scope only comes to fruition with the efforts of many talented and dedicated people. Thank you to all of our Board Members who work so hard on behalf of the Niello Concours at Serrano.

It is truly meant when said...we couldn't have done it without you.

Steven P. Hellon

OFFICIAL CONCOURS PHOTOGRAPHER



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

air. Years later he became obsessed with buying a camera and becoming a photographer. After moving to California in 1971 graduating from High School in 1974 and working for fifteen years in the restaurant business, Steven decided to pursue his passion. He attended Sacramento City College, studied photography and later landed a position with the State as a photographer photographing Governors Wilson, Davis, and Schwarzenegger. Steven has owned his own business since 2003 and continues to freelance commercial assignments through out the State and other countries – Greece, China, Italy, and more to come.

Dwight O. "Spike" Helmick, Jr.

TOUR COMMISSIONER



Dwight O. "Spike" Helmick, Jr. started his 35-year career with the California Highway Patrol in 1969. He served in all ranks within the Department before he was selected as the Deputy Commissioner in 1989. In 1995 he was appointed Commissioner

by Governor Pete Wilson and subsequently served Governors Gray Davis and Arnold Schwarzenegger. He is currently an associate professor with California State University, Long Beach and does private consultant work. He graduated from Golden Gate University and the FBI National Academy. He and his wife, Deb, have two married daughters and five grandchildren.

Rosie Kessell-Kracher

DIRECTOR PUBLIC RELATIONS



Rosie "retired" from a 20-year career in law enforcement, where she served the Folsom community in a variety of assignments. She spent several years of her career working as a school resource officer and is known among the many students and parents in Folsom

as "Officer Rosie". Rosie has stayed on with Folsom Police as their Community Services and Volunteer

Coordinator. Her experience raising her now college-age children and serving the community through years of volunteer work give Rosie a great foundation for her assignment at the Concours. Rosie spends her free time with her husband and family, while juggling her schedule to fit in rowing and running competitively throughout the year.

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.

John's company has been involved in many large events in

Sacramento including both Olympic Trials, the Jazz Jubilee for 15 years, countless fun runs, California International Marathon, and various corporate accounts. Being a car guy, owning two Porsches, and an orange Detomaso Pantera, 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.

Brandon Moore

CONCOURS FIELD, CREW CHIEF



Brandon, the son of event organizers Brian and Michele Moore, has been comfortably stuck in the world of cars since birth. Growing up working at "the shop", Brian D. Moore Restorations, with his father, Brandon experienced rare automobiles firsthand and has

cultivated his own passion for unique vehicles. Taught by Brian, he has not only mastered the art of wet sanding, but has developed the skills necessary to run a successful business. Brandon currently owns and operates a Sacramento area pool service company, BTM Pool Service, and is proud to be an active member of his community. Going on his third year of being a business owner, Brandon has set high goals for the company and is excited to see it prosper. Maintaining meaningful relationships with his family, friends and clients is extremely important to Brandon while always managing to leave time to play fetch with his four legged best-friends as well.

Dave Mueller

VOLUNTEER COORDINATOR



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

Cheryl Rommel

VENDOR CONCIERGE



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

works as a substitute for the San Juan Unified School District and is also a freelance photographer. Both jobs affording her the time to do what she loves most, raising her four children, now ages 12-25yrs old. Cheryl and her husband of 27 years, Tye, can often be found at their cabin in the Tahoe National Forest enjoying the outdoors and quiet of the mountains.

Summer Wright

MARKETING MANAGER, THE NIELLO COMPANY



Summer Wright has been with The Niello Company since May of 2007. 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, resides in Sacramento with her husband, Mike, and her two children Marin and J.T.



BENTLEY *Proof*

*H*ere's a splendid predicament for you: Should you have the chauffeur bring out the family Bentley sedan for this weekend's trip to the yacht club? Or, should you get up early, fire up the Bentley GT coupe and personally get behind the wheel to take a weekend trip gliding along California's Pacific Coast Highway 1 at ludicrous speed? It's no trick question. Today, in 2009, both options can be yours.

However, in 1919 a certain 22 year old, Mr. Walter Owen "W.O." Bentley, would have simply driven to the racetrack in the car bearing his name, run with the boys for a few laps and headed home with another trophy. W.O. Bentley had little money but started early selling the dream of a first class performance car to everyone who would listen. Besides being a first class race driver, he was a fine promoter. In 1921, the first Bentley automobile rolled out of the new factory floor. Right from the start, racing was in the companies' blood. However, there was never enough operating money in Bentleys' pockets, a problem that refused to go away.

Regardless, by 1922, Bentley automobiles were setting numerous race and performance records. Bentley was launched as a marque for serious racecar drivers and wealthy gentleman racers. They continually focused on stomping the competition on the racetrack. They dreamed big and won the 24 Hours of LeMans four times between 1923 and 1931, a considerable achievement.

Fortunately, W.O. Bentley was a realist and knew their success could not come only from building performance cars. The company turned its attention to building luxury cars and limousines in order to capture another market. Apparently, they did a fine job. Bentley became the major competitor for Rolls Royce. Unfortunately, their new upscale products were launched at the start of the Great Depression. By 1931 they were broke and headed right out of business.

W.O. Bentley was able to put together a deal to sell Bentley motors to save the company. Rolls Royce was not having any of that and made a fairly dirty deal, by funding a "shell company" and purchasing Bentley Motors right out from under W.O. Bentley. It was a humiliating turn of events that resulted in W.O. having to work as an employee of Rolls Royce until his departure in 1935.

While suffering his fate of working at Rolls Royce, he watched his wonderful sports cars be degraded from first class racing machines to becoming nothing more than mildly hopped up Rolls Royce cars. These were the unfortunate days of the Rolls Royce "Lite" Bentleys. They were no longer thoroughbred racing machines, they were merely re-badged Rolls Royce cars, de-contented to lower their price and marketed as a "Junior Executive's Rolls". While Bentleys were still built at the original Crewe, England factory, they were built side by side with mechanically identical Rolls Royce cars. This travesty continued until the early 1990's.



Persistence Has Rewards

BY FRANK WEISMANTEL

In 1980, the Vickers Company purchased Bentley and Rolls Royce. Vickers, a British manufacturer of military aircraft, battle tanks, machine guns and other instruments of mayhem, started in 1828. They weren't so interested in the Rolls Royce and Bentley automobile groups; they were most interested in the Rolls Royce Aircraft group, part of the "bundle" of business Vickers purchased.

So, Vickers basically told the Bentley Automobile group to "go make money" and pretty much let them run things on their own. Right away, Bentley introduced the Mulsanne sedan. While it "looked" a bit like a Rolls Royce sedan, it offered superior performance and even came out in a turbocharged version in 1985. Bentley was back in the performance business and as a result, Bentley sales increased significantly, to the point that they were once again outselling Rolls Royce. Still the best was yet to come...

In 1998, Volkswagen Automotive Group threw down 795 million dollars and purchased both Bentley and Rolls Royce. After learning they actually purchased 100 percent of Bentley and all Rolls Royce manufacturing equipment, they learned they did NOT acquire the trademark rights for Rolls Royce Motor Cars. Rolls Royce PLC – Aircraft Division, owned the actual trademark, the Rolls Royce name and the "flying lady" hood ornament. To add insult to injury, BMW purchased the trademark from Vickers-Rolls Royce Aircraft Group for only 65 million dollars. So...Volkswagen could not actually manufacture and sell Rolls Royce motorcars.

Volkswagen decided to focus their resources on Bentley, because they owned the entire Bentley brand, factories and all. So, in 2003 VW sold Rolls Royce, as a brand to BMW. BMW now owned Rolls Royce outright and Volkswagen decided to let Bentley run free. Volkswagen handed the ball to the Bentley Division and they ran with it!

Comes 2009 and Bentley is still running at high speed. The current Bentley Inventory includes the Bentley Continental GT, a large luxury coupe, the Flying Spur, a four-door version of the Continental GT, a 4-seat convertible model named the Azure, and most recently, the convertible version of the Continental GT, the Continental GTC. Soon, in 2010 there will be a new Continental GT Super Sports and a new twin turbocharged Azure-T. No other brand offers such a stunning combination of speed and luxury.

Easily the most popular Bentley of today is the Continental GT. It comes in many different versions and while still commanding a dear

price, offers class-leading performance, amazing attention to detail and extraordinary quality of workmanship. Bentley is one of the few marques that offer true value, despite being a "touch" expensive.

Starting price for the Continental GT is approximately \$200,000. USD and can be had in Standard, Speed, GTC (Convertible) and Mulliner custom versions. Even the most "stripped" version has all wheel drive, over 500 horsepower from a twin turbocharged V-12 engine, a luxurious cockpit with incredible leather and woodwork and a plethora of electronic features. Upgrading to the Speed version brings about 600 horsepower to the table, larger wheels and tires and some unique style features. The Mulliner option delivers the workmanship of Bentley's customization team, world leaders in a variety of disciplines that make your new automobile both one of a kind and second to none.

This writer has driven Standard, Speed and Mulliner versions of the Continental GT. They are all exemplary machines. The Bentley experience never gets old and the cars do much, much more than go fast and feel good. They exude an ambience of luxury, comfort, safety and power.

Certainly, there are other cars that are much faster, quicker and better handling. For example, a Corvette Z-06 will leave the Continental GT for dead in a drag race or on a road course. However, when you pull up to the Valet at the Yacht Club in your Corvette, it'll be parked with all the other average cars in the lot. Pull up in your Bentley Continental GT and you'll come out and find it parked nicely in front of the Valet stand, drawing longing stares. Can't put a price on that!

They are easily the only automobiles this writer has ever driven, at any price, that "FEEL" worth the price. None of the other premium marques that I've driven were able to bring this level of satisfaction. These must truly be the Golden Years for Bentley.

Back to business: Today, Bentleys are selling well. By 2007, the manufacturer achieved sales of 10,014 units. This means that the magic 10,000 cars-per-year threshold was broken for the first time in the company's history. Volkswagen did well too, posting and announcing a record profit for Bentley of €155 million Euros.

Bentley and her "Flying B" hood ornament are stronger than ever as a company and luxury performance symbol. Bentley automobiles remain one of the most desirable purchases there is for any automobile enthusiast. This enthusiast wants one!



On the Green TODAY



This glamorous sedan throws admirers by using the word "sports" in its impressive title. The only thing sporting about this big, beautiful four-door sedan is its attitude.

Like its owner since 1977, Clyde Cassady, she's all about having fun, and fun she has had.

She even has a fun nickname, Emily, in honor of the matriarch of her birth family the Tuckers of St. Mary Bourne, Hampshire, England. The original Emily was the principal lacemaker for Queen Victoria's wedding gown.

Interesting gorgeous Emily attracts other gorgeous girls like lint, who all want a ride with her to special events. Two of her more notable passengers are Sophia Loren and Marie Osmond. Mr. Cassady will be pleased to relate the rest of the story on the green today.

1955 BENTLEY SPORTS SALOON

Clyde Cassady of Fair Oaks, California



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Building automobiles for a living is not for the faint of heart. In the century that has passed since the first rickety, horse-carriage-derived car wheezed and sputtered down a dirt trail, literally hundreds of men have attempted to make a fortune at it. They usually began with much larger fortunes than they ended with, and history is rich with the fertilizer of their stories. Some of the names in that history are so obscure and short-lived that a computer search might not unearth them. They failed for a variety of reasons as diverse as the products they hoped to sell. Fortunately for all enthusiasts of the automobile, Sir William Lyons was not among them.

Time and his many achievements have made Lyons one of the true icons of automotive history, but his legendary career began somewhat more humbly. In 1921, he met and in 1922 formed a partnership (financed by their parents) with William Walmsley, who was laboriously producing motorcycle sidecars in his parents' garage in Blackpool, on the west coast of England. England was recovering from the economic devastation of World War I, and sidecars were an increasingly popular way of adding transportation possibilities at modest expense. Lyons saw the opportunity of growing the business as the economy improved and soon began building auto bodies for Austin, one of several inexpensive cars.

Business boomed, and within six years it was necessary to move production twice to larger facilities. The second move in 1928 landed the company in Coventry, England's Detroit, where the Swallow Sidecar Company not only continued to produce bodies for Austin, but also added clients such as Fiat, Morris, Standard, Swift and Wolseley. Standard would prove an historic association. By 1931, Swallow produced a body of its own using a Standard drivetrain. The car was named SS100. Over the following four years, a small variety of SS cars appeared until 1935, when the first SS Jaguar was built. It was a 2.5-liter Standard-engined saloon. It was stylish, fast with a top speed of 90 mph and very attractively priced at under 400 pounds. SS Jaguar was born of the three hallmarks of Lyon's philosophy of automotive manufacturing success: style, speed and price. Price was always important in Lyon's equation. He knew that for a mass producer, market share generally falls as price rises relative to competitive models.

This philosophy would guide Jaguar (the SS was dropped in 1945 due to its unsavory wartime connotation) to produce during the 75 years it has existed some of the

fastest and most beautiful cars ever made. Few men have been so thoroughly involved in every aspect of the automobile building business.

Parts procurement, manufacturing, design, styling and marketing all received Sir William's scrutiny. He hired very capable people to run the business—but they always knew who was boss.

Though Jaguar's history is firmly rooted in the production of coupes and sedans, it is probably the sports car branch of the tree that appeals most to the general enthusiast, and that branch began bearing fruit with the pre-World War II SS100. Wire wheels with knock-off hubs; a short, vertical, folding windscreen; low, cutout doors; a long, narrow, louvered engine cover and wide running boards flowing into bicycle-style fenders front and rear gave the SS100 unique style. The sports and sports-racing cars would evolve and grow in sophistication up to the XK8/XKR of today, and that evolution began with the great XK120-140-150 series of roadsters and fixed head/drophead coupes. The XK series was powered by a new engine codenamed XK, which was designed in-house by Lyons and a small team of engineers headed by the talented William Heynes. Equipped with this new engine, the XK120 was advertised as being capable of going 120 mph, a huge top speed for the day. Although it was cobbled together quickly in 1948 to showcase the new engine at the British Motor Show, demand for the sensational new model completely caught Lyons by surprise, and he scrambled to meet it with increased production capability. His efforts were rewarded with the sale of more than 30,000 of the 120-140-150 series during its 13-year run ending in 1961. The XK engine in a range of displacements would go on to power every model Jaguar produced for 40 years, proving itself one of the great powerplants of all time. Also noteworthy is the fact that Lyons sold cars against increasingly strong competition from Porsche with its popular but expensive 356 series, Ferrari with a range of similarly expensive models and the American entry in 1953: the Corvette. He did this by increasing the quality of his products while holding the price to a reasonable level.

The end of the XK150 series in 1961 was a momentous occasion for several reasons, perhaps most important of which was that the same year saw the introduction of the car probably most closely associated with Jaguar by the general public: the sensational XKE.

Volumes have been written on the "E Type". As with the XK120 13 years prior, demand



History

LOOKING FORWARD

for the stunning new model, introduced at the Geneva Motor Show in March, immediately outpaced supply—just the way Sir William Lyons liked it. Technically, the XKE advanced Jaguar in several important ways. The new independent rear suspension it carried would be used for nearly 30 years. The monocoque chassis that it inherited from the D type LeMans winners (Sir William knew that racing sold cars) of the mid-'50s was the direction of automobile design generally, as it eliminated costly and heavy joining of panels to a frame. As the years passed, the E Type was like its predecessors on the family tree—refined and improved technically—but, true to his habit, Lyons refrained from throwing gingerbread on a proven product to drive sales. He didn't have to.

The various models of the car sold between 5,000 and 10,000 units per year for the 13 years (there's that lucky 13 again) of its production for a final tally of more than 72,000 cars sold. This more than doubled the total of its number series ancestor.

Of course, it should not be forgotten that although the sports and sports-racing cars received the Lyons share (sorry) of attention from the media, Jaguar was all the while producing stylish sedans in the MKVII, VIII and IX series from 1950 to 1961 and the smaller, more streamlined MKI and II and several variants from 1955 through 1969. Many privateers plumbed the possibilities of sedan racing the MKI and II series with considerable success. A stock 3.8-liter MKII had an 8.5-second 0–60 time, and performance upgrades made it a competitive distance racer. The Mark Series sedans were built between 1950 and 1969 with nearly 200,000 produced. It could be argued that the sedans supported the sports cars—twice as many were sold. The XKE soldiered on through 1974 with a V12 engine and sold strongly right to the end, but despite the huge increases in unit volume for the factory over its first four decades, the world had become a much more competitive place, and modern models of both sedans and sports cars were needed.

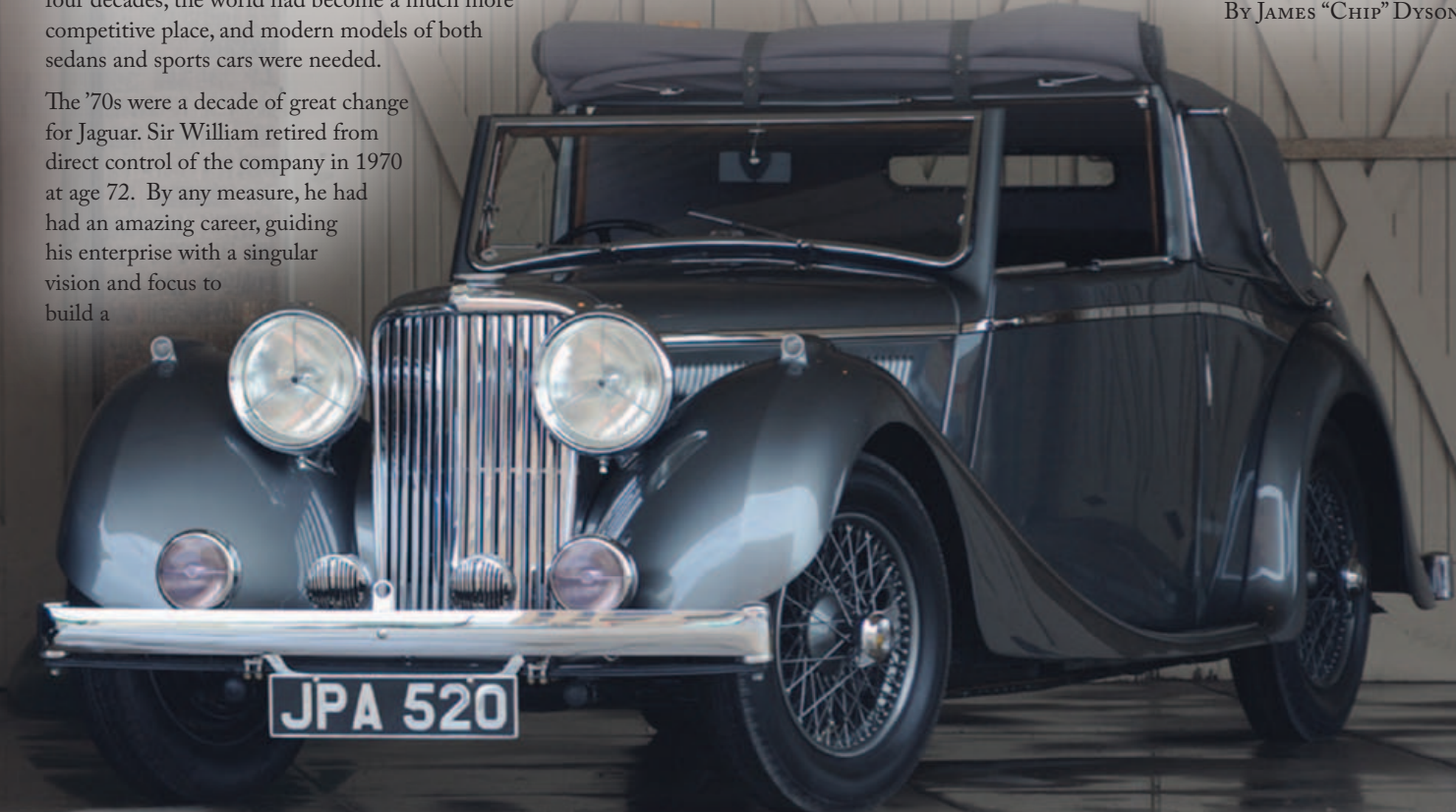
The '70s were a decade of great change for Jaguar. Sir William retired from direct control of the company in 1970 at age 72. By any measure, he had had an amazing career, guiding his enterprise with a singular vision and focus to build a

great variety of some of the most interesting and beautiful sedans, sports cars and racing cars of all time. In 1968, Jaguar had merged with BMC to form British Motor Holdings, which itself became part of British Leyland. During this period, a “one model” policy was enforced. The replacement sedan series, known as “XJ,” began production in 1968 as Lyons' final car and would prove to be another success with more than 400,000 sold through 1992, an amazing quarter-century run. The XJS replaced the “E” series in 1975 and ran 21 years (!) through 1996 with 115,000 produced.

Fortunately, the “one model” policy ended with the purchase of Jaguar by Ford in 1990. Sir William Lyons passed on in 1985, but not before seeing “his” company made independent once again. Under the leadership of Sir John Egan, Jaguar had privatized in 1984, and the acquisition by Ford assured its survival in a badly foundering British automobile industry. With the recent demise of Rover, no major manufacturer remains in British hands, and only a handful of low-production specialty builders survive as British companies. If it had not been acquired by a “white knight,” Jaguar might have disappeared as well.

Under Ford's watch, the model lineup expanded to include the XK8/XKR sports convertibles and coupes, the XJ8/XJR sedans, as well as the X Type and S Type sedans with their performance “R” models. The target was entry-level and move-up buyers and Jaguar's all new aluminum sedan promised to attract them. “Retro” cars have been all the rage in recent years as companies look to capitalize on the styling icons of years past, and Ford wisely looked into its portfolio of successes to guide Jaguar's future. In 2008 Ford sold its Jaguar interest to Tata Motors of India. Probably the only sure bet is that Jaguars will be fast. The cars will be beautiful. The cars will be competitively priced. Just the way Sir William liked it.

BY JAMES “CHIP” DYSON





On the Green TODAY



Larry is the third owner of the "Beast", named because it can be a handful to control on a race track because of a unique pedal that makes it roar. Purchased from the Dugdale family of London, England, on this early car, the seat, hood frames and prop rods are chromed. It also

has front brake scoops, a 14 quart sump, petrol / oil level meter and was modified with the optional S-head with hi-lift cams and larger valves 9:1 pistons, dual exhaust and heater.

After new paint and interior the car was intermittently shown and has won the trifecta of class awards at the Palo Alto, Silverado, Sacramento Shriners, Chico, JCNA among other Concours. In 2003, the car placed third in the Jaguar Club of North America Nationals and last year placed first in the SW USA Regional Competition.

In 1998, the car was shipped to England for the 50th Anniversary XK50 tour starting from Hever Castle in Brighton to the Cotswolds, Bath then Stonehenge, Coventry and the factory and finally to the Donington Park Race Track, where dozens of alloys and hundreds of XK's and newer cars came together. The car was raced on the Castle Combe Race Track reaching speeds of up to 98 miles per hour. There were fifty cars from around the world on the

1951 XK 120M RHD OTS JAGUAR

Owned by Larry & Sherron Jackson of Redding, California



tour and this was the only car which came from west of the Mississippi. People like John Haynes of Haynes Publishing, Gary Bartlett and others were on the tour which went to castles and various sites guided by rally instructions during the day and fabulous dinners with speakers like Jaguar test driver Norman Dewis in the evenings. During the 17 day 1200 miles tour the car had no problems: a point the tour mechanics noticed as it was the only car they did not have to service.

Meet Larry and Sherron and see the Beast on the green today at the Niello Concours at Serrano.

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AN ABBREVIATED HISTORY OF THE COMPANY AND ITS WELL KNOWN MOTOR CARS...

By JIM PERELL

*M*any classic automotive marques came from Great Britain during both the pre World War II and Postwar period. While this author could name many of those from Abbey to Xtra, arguably, the MG marque is one of the most endeared to the British car enthusiast.

The MG was extremely popular both in its home market and abroad; particularly in the United States. This fondness peaking after WWII, was in no small part due to its modest price as compared to the Jaguar, Triumph and Austin Healey. Whilst the returning G.I. was no doubt responsible for the major introduction of the MG TC, he also, unknowingly, saved Britain's automotive industry from a near collapse. Further, the returning G.I.'s taught a serious lesson to Detroit by accelerating the interest in sports cars and its leader's myth that only women made the car buying decision and men no longer wanted to drive for their own sake or tinker with the mechanics.

Anyone that has ever owned or knows of someone that has owned a vintage British car has heard countless stories of time spent "tinkering" with their cars; which is more fun than "twittering".

So, here is a little history for your pleasure. Who knows? You may want to start your own trivia game concentrating on just MGs.

The MG evolved from the creative mind of Cecil Kimber, who built a lean two-seater, in the Morris Garages, after being hired as the General Manager in 1922. To make a long story short, Kimber was responsible for developing what became known as "Old No. 1", the first MG car from none other than Morris Garages; hence the name MG.

Today, almost 90 years later, there is no concrete evidence as to who developed the famous octagon logo with the letters MG inside. The first known cars to carry the MG badge were six hand-built M.G. Super Sports Morris cars that had a top speed of around 65 mph in 1924.

In 1929, the garages were relocated to Abingdon, about ten miles south of Oxford, in order to keep up with the demand. MG remained in Abingdon until the last MGB was built in 1980. The Abingdon factory closed and MG production ceased doing business as the well known vintage marque it had been.

MG cars are best known for their two-seat open sports cars, but MG also produced saloons and coupes. Many of the early cars were

commonly referred to as "Midget". This term refers to MG's sports car models. More recently, the MG marque has also been used on sportier versions of other models belonging to the parent company, but not sold in the US market.

The majority of the MG cars that you may see on the field today will be from the 30's through the mid 60's. Accordingly, in order to restrain myself from writing a book, I'll discuss a few of the more well known MG motor cars.

July 1932 and sports car fans are ecstatic as they are introduced to the Type J. Production for the various models J1 thru J4 ran through January 1934. Approximately 515 Type J cars were built in total. The number of ardent followers of the Type J are numbered in the thousands.

Without breaking stride, the Type P models were released and production for the PA and PB models. Around 3000 in total were produced until the close in May of 1936.

By the start of World War II, MG was developing the replacement for the Type P cars with their Type T series of cars, including the TA, TB, TC, TD, and TF. Each was a basic body-on-frame convertible sports car produced from 1936 through 1955.

At the outbreak of the Second World War in 1939, production of cars at MG in Abingdon had given way to production and maintenance of machines of war. A very wide variety of jobs were undertaken, ranging from servicing guns and production of aircraft parts to overhauling tanks. No job was too large, too small, or too difficult for the workers at MG.

With a return to peacetime in 1945, thoughts at MG turned once again to building cars, but things were never to be the same again.

With the urgent need for the country to earn foreign income to aid reconstruction, priority was given to supplying raw materials to those companies who concentrated on exporting their products. The phrase "export or die" had a very real meaning.

Little development work was carried out during the war on the post-war generation of cars. Consequently, it was decided to concentrate initially on the car which had been the mainstay of MG's reputation as a manufacturer of sports cars - the Midget.



MODELS AND SPECIFICATIONS

MG TC (1945-1949)

The pent up demand of the returning GI's from abroad fueled the sales of well over one-half of the approximate 10,000 that were built. Basically the TB was simply dusted off, cleaned up and wheeled out and since a few performance upgrades were done, the TC was born. The TC, for the first time in America, brought sports car racing to men of more modest means. Sporting right hand drive, 19" wire wheels, and with performance allowing for speeds up to 80 mph, the TC was an instant hit. The engine was a 1250 cc 4 cylinder allowing the TC a 0-60 mph time of 21 seconds!

MG TD (1950-1953)

The 1950 TD changed up the automotive sports car world again. Combined with the TC's drivetrain (now modified) and the familiar T-type style body, the new TD had an independent suspension, rack and pinion steering, smaller 15-inch disc type road wheels and a left-hand drive option. Bumpers and over-riders became standard for the first time.

Nearly 30,000 TDs in all were produced, 23,488 exported to the United States. The engine here was still a 1250 CC 4 cylinder. Zero to 60 mph was down to 18.2 seconds.

MG TF (1953-1955)

The TF was essentially a stop-gap car to keep production going while waiting to release the new MGA. The 1953 TF was a face lifted TD that was fitted with the TD Mark II engine the 1250 cc 4 cylinder, a sloping radiator grille and the headlights in the wings.

In 1954 the engine was a re-designated XPEG and enlarged to 1466 cc giving 63 bhp. The car was designated the "TF1500".

The last Type T car from MG was built on 4 April 1955 after 9,602 TFs had been completed. Zero to 60 mph was 16.0 seconds.

MGA (1956-1962)

The MGA sports car was produced by MG division of the British Motor Corporation from 1955 to 1962. 101,081 were made with most being exported. In the 1950's and 1960's MG produced the highest export percentage of any British car.

The MGA was a body-on-frame design and used the straight-4 "B series" 1500 cc 4 cylinder engine from the MG Magnette and a 4 speed gearbox. Suspension was independent with coil springs and wishbones at the front and a rigid axle with semi-elliptic springs at the rear. Steering was by rack and pinion and was not power assisted. The car was available with either wire wheels or steel disc road wheels.

Very few changes were made other than the engine size starting at 1500 cc with the last production car having a 1622 cc engine. Performance in the zero to 60 mph was 13.3 seconds with the 1622 cc engine.

Of further note was the production of an MGA Twin-Cam added for 1958. The Twin-Cam was dropped in 1960 after 2,111 had been produced. The car can best be distinguished from the pushrod models by its center lock steel road wheels.

Zero to 60 mph was 9.1 seconds with a top speed of 113 mph.

MGB (1962-1980)

Without a doubt, most Americans will recognize the MGB as the most familiar of the models. Of course a production run of over 500,000 cars in 18 years might have something to do with that perception.

The MGB came out to play in May 1962 and play it did by being one of the all-time top selling sports cars ever, manufactured until October 1980 through much transition of companies such as the British Motor Corporation (BMC), to British Motor Holdings (in 1966) and to British Leyland Motor Corporation (in 1968).

Production of the MGB started as a convertible ("roadster"), the hatch-backed GT, ("coupe") with 2+2 seating, was introduced in 1965. The MGB featured a four-cylinder petrol engine. The "MGC" featured a six-cylinder engine and then the later model was the, "MGB GT V8" fitted with the ex-Buick Rover V8 engine was made from 1973 to 1976. Combined production volume of MGB, MGC and MGB GT V8 models was 523,836 cars.

The MGB was a relatively modern design with a monocoque body at the time of its introduction. The monocoque structure reduced both, weight and manufacturing costs as well as adding chassis strength.

The MGB's performance was brisk for the period, with a 0-60 mph at 11+ seconds. The engine was now a 1798 CC (1800) 4 cylinder engine turning out about 95 bhp. Handling was one of the MGB's strong points. In 1974, as US air pollution emission standards became more rigorous, US-market MGBs were de-tuned for compliance. As well as a marked reduction in performance, the MGB gained an inch in ride height and the distinctive rubber bumpers which came to replace the chrome for all markets.

In the second half of 1974 the chrome bumpers were replaced altogether. A new, steel-reinforced black rubber bumper at the front incorporated the grille area as well, giving a major restyling to the B's nose, and a matching rear bumper completed the change.

The change in bumper material and the loss of performance with the later emission laden versions marked a decline in sales and finally the last MGB was imported to the US in 1980.

Today, the Chinese own MG and production of its sports cars are coming out of Longbridge, England.





On the Green TODAY



Sporting a cream and green color scheme ("two tone" as we say here in the colonies) this 1933 MG J2 Swept Wing shown by its owner Robert Dewitz of Red Bluff has the distinction of being the "senior" MG on the green today. Morris Garages in Abingdon-on-Thames built the first MG car in 1924. Although the initial cars were built with cycle fenders, when swept wings and running boards were added in 1933, the J2 established the classic MG look that would remain until 1955. Indeed, 1933 was a big year for the British firm. A super-charged MG won its class in the fabled Mille Miglia race, making it the first non-Italian marque to do so.

Mr. Dewitz's J2 took first in class at this years' Presidio of San Francisco Concours d'Elegance. See this bit of British history on the green today.

1933 MG J2 SWEPT WING
Owned by Robert Dewitz of Red Bluff, California



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Allard

A MAN & HIS MACHINE

Allard, much like Ferrari and Porsche, began as a phenomenon of the Automotive Renaissance – those exciting, innocent years immediately following World War II. All three marques were race-bred lines fostered by charismatic geniuses, and all three earned immediate respect on the road as well as on the track.

But while Ferrari and Porsche pursued engineering and aesthetic finesse approaching artwork, Sydney Allard's approach was the antithesis. His cars were pure utilitarian machines – crude products of a single-minded effort to harness brute torque and horsepower and most effectively apply it to the road.

The quality and finish on Allards was considered rough even in its heyday. Allard's engineering and workmanship were sometimes described as the fruits of an inspired blacksmith. The frame cross members were fabricated from used water pipe, and the bodies were finished with an almost begrudging use of paint. Paint, after all, was added weight that did nothing to further speed or performance.

Sydney Allard was a racer, first and foremost. He got into commercial auto production mainly to provide a basis for his sports pursuits.

The first car to be officially called an "Allard" was the result of a marriage of an English Ford V-8 Coupe and a Grand Prix Bugatti body. This fusion of components was purposely built to compete in that most English of all automobile competitions, The Trials. The racer's trial and hill climb performance was so successful that Allard's friends soon prevailed upon him to build up to ten more copies before foreign hostilities put civilian auto production and motor sports on hold.

A less noted, but more significant Allard feature was the deDion rear end. This system, fabricated from light steel tubing and a Ford 'banjo' center section, gave the sporting and competition Allards a form of independent rear suspension ten years ahead of the competition.

Allard made fewer than 200 of the famous 'J' models, which comprise only 10% of their total nine years' production. Yet, the renown that they earned on the track was legion on both sides of the Atlantic. The early

'50's saw aluminum bodied Allards as consistent winners at Watkins Glen, Sebring, and Pebble Beach – frequently associated with such famous names as Bill Pollock, John Fitch, Maston Gregory, General Curtis LeMay, and Carroll Shelby. The strong Allard/Cobra family resemblance is more than just a coincidence.

Their track accomplishments aside, the Allard works were also a perennial Monte Carlo Rallye contestant. Mr. Allard, teamed with Tom Lush and Guy Warburton, piloted a Ford powered P1 saloon to a first place finish in the 1952 'Monte.'

This





Derived from the M 'drophead coupé', the Allard P1 was a hard-topped two-door saloon that broke with tradition for the marque. Although marketed as something of a gentleman's carriage, the Allard P1 couldn't disguise its competition roots, making it an appealing proposition for enthusiastic drivers. Sydney Allard drove one to victory in the 1952 Monte Carlo Rally, making him the only person in the history of the event to win the event in a car driven by the car maker.

mid-winter run from Glasgow to Monte Carlo was the first British win since Donald Healey's 1931 victory, and was the only time in history that the winning driver was also the manufacturer. This triumph might well have been the big break for this fledgling company, but publicity was eclipsed by the death of King George VI a few days later.

Although the racing budget was limited, the works entered two Cadillac powered 'JR' models in the 1953 LeMans. This campaign was pitifully under financed and plagued with problems from the onset. One car's engine was ruined in practice, and with no spares available, it had the makings of a single entry endeavor. This crisis, however, was resolved

by the overnight delivery of a new engine via a US Air Force transport that just happened to be making a run from Michigan to a nearby air base in France.

So the race began with one car driven by Mr. Allard, and the second by Zora Arkus-Duntov of subsequent Corvette fame who was then an Allard works employee. Honors for leading the first lap went to none other than Sydney himself, but that glory was short lived. His car was forced to retire two laps later. The second car continued another six hours before a seized engine ended its day.

That LeMans race was perhaps symbolic of the Allard marque – a hard charging combination of ingenuity and inspiration, running full-bore on a shoestring budget. One wonders where Allard might be today if blessed with the capital, engineering, and manufacturing resources necessary to keep pace with the maturing automotive environment of the mid '50's.

Mr. Allard continued to pursue his automotive interests for several years after commercial production ground to a halt in 1954. About 2,000 Allards were built in all. The exact number is in doubt.

The Allard Motor Co. would continue on as a manufacturer and marketer of performance equipment, and a limited number of Allardettes, modified English

Fords were also built. On April 12, 1966 Sydney Allard died of cancer, and the same evening, a fire destroyed much of the factory's records. The building that the Allard factory once resided in still stands. A few years ago the British Government erected a plaque in front of it to commemorate its place in England's history.

We gratefully acknowledge the Allard Register, www.allardregister.org - for this profile.





On the Green TODAY



Many attendees at the seventh Niello Concours at Serrano have never seen an Allard automobile, and even fewer have seen one as beautifully restored as the 1951 Allard K2 on the green today owned by David Rossiter of Folsom.

This interesting British marque represents the best of the British sports car spirit mixed in with a good measure of American hot rod style. The K 2 was introduced in 1950 to replace the K1, and featured coil spring front suspensions, some bodywork revisions, and various choices of American engines. This particular car is fitted with a 1951 Cadillac 331 cubic inch V8. Previously part of the Gene Ponder collection, Rossiter's Allard K2 underwent a complete restoration in 2010 and has won awards at both the Hillsborough and Serrano Concours d' Elegances. Visit this rarity on the green today.

1951 ALLARD K2 ROADSTER
Owned by David Rossiter of Folsom, California



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A Duesy of a Drama

1935 DUESENBERG MODEL SJ DISAPPEARING TOP CONVERTIBLE COUPE

From its introduction, the mighty Duesenberg Model J has long been regarded as a true masterpiece of the Classic Era.

In fact, the announcement of its long anticipated launch was accompanied by a trading halt on the New York Stock Exchange in 1929. Priced from \$8,500 for the chassis alone, it was by far the most expensive car in America and when fitted with its coachwork, the delivered price of many Duesenberg models escalated to \$20,000, a truly staggering sum at a time when the typical family car only cost around \$500.

The story of this car, J527 begins in November of 1933 when socialite Isabel T. Pell purchased it new from the Duesenberg Factory Branch in New York. Built as a show car, it was originally supercharged and featured a beautiful Convertible Coupe body by Rollston. Miss Pell drove her new Duesenberg for a little more than a year before deciding to trade it in. Returning to the New York branch in 1935, she found another new Rollston-bodied Duesenberg on the showroom floor. The car she spied carried Convertible Victoria coachwork. Miss Pell, however, loved her original Rollston-bodied Convertible Coupe, so on February 15th, 1935 she purchased the new car and instructed Duesenberg to move her beloved original convertible coupe body to the new chassis.

The result was that Miss Pell's original used Duesenberg chassis now wore brand-new Rollston Convertible Victoria coachwork. H. T. Ames purchased this car on March 25, 1935 and then in October that year, George A. Spiegelberg purchased it. Less than six months later, in March of 1936, William Randolph Hearst, the legendary publishing magnate, bought the car. Some time later, the car was stolen and damaged. Next, Mr. Shirley D. Mitchell purchased it during the late 1930s. At this time, Mitchell also owned a short-wheelbase Murphy Convertible Coupe, whose engine had been used in the restoration of a Castagna-bodied Convertible Sedan.

As a result, while restoring the now-engineless Murphy Convertible Coupe in the late 1930s, Mitchell decided to install the supercharged engine from the Pell car, with the car remaining in this configuration ever since. At this point, the car was sold to Cuban diplomat Norberto Angones Quintana, who took the car with him to Cuba and then in 1939, Quintana accepted a post as First Secretary of the Cuban Embassy in Paris, bringing the car with him. In September 1940, he was issued a certificate from the

German Military Occupation Administration, permitting him to drive his Duesenberg on holidays and weekends!

In 1941, Quintana was transferred to Cuba's Spanish Embassy in Madrid, and once again, the car accompanied him. At some point after his arrival in Madrid, he sold the car to two brothers, Miguel and Jose Maria Arechavala of Spain. Next, the car was purchased by Pericao Gandarias, a wealthy businessman from Bilbao, Spain.

In a further twist worthy of a Hollywood script, John Ward, a retired U.S. Marine Sergeant who had married a Spanish girl and was running a bar in the resort area of Palma de Mallorca, became the next owner. Later beset with cash flow problems Ward sold the car to a Nicolas Franco and his friend Rafael Estavans for the sum of \$2800 in order to clear unpaid bar tabs.

In the early 1960's Franco bought out Estavans interest in the car. In 1971 he attempted to sell the vehicle for \$35,000. However it wasn't until 1976 that Franco found a buyer in Archie Meinerz, who undertook a comprehensive restoration and retained the car for nearly 15 years before selling it to Al Webster, a noted Canadian collector, in February 1990.

In 1992, Webster sold the car to Robert Gottlieb who retained ownership until 2000 when New York-based collector Piers MacDonald acquired it. It was during MacDonald's ownership the car was repainted from the previous two-tone red paintwork to a single shade of Dark Garnet Red.

In August 2003, the car was sold to Chris Gruys, who decided to return the engine to supercharged form with the necessary work performed by RM Auto Restorations. Next, the Duesenberg was sold through RM Classic Cars to collector Steve Schultz, who ultimately sold it to a private collector. During the 2009 Pebble Beach Concours weekend the car was sold to its current owner, The Academy of Art University for \$1,043,000 making it the most expensive car shown today at the Niello Concours at Serrano.

WE GRATEFULLY ACKNOWLEDGE THE 2009 RM AUCTION CATALOG - AS A VALUABLE SOURCE OF INFORMATION FOR THIS PROFILE.



THE · M A R

Imagine that the many British motorcar marques were morphed into one high school graduating class. Picture its yearbook. Beneath the photo of a Morgan would read “most likable”. This quintessential British sporting car, whose personal odometer turned to one hundred years old last year, conjures times when driving was fun. No wonder actor Peter Sellers’ character drives a Morgan in the 1968 film *The Party* to the party!

The Morgan’s appeal endures. Dhani Jones, the Cincinnati Bengals linebacker picked to portray the first black James Bond on the screen, has personally chosen a Morgan Aero Super Sports model for the spy’s daily driver. Actually the Morgan’s signature style emerged in its Post War II roadsters and incorporates beloved classic elements. The long, linear hood (bonnet to the Brits) is pierced with a row of vents and usually has a leather belt strapping across it all (to secure it when driving fast on bumpy country roads).

The requisite running boards transform into large, rounded fenders that expose the open wheels (wire spokes preferred). Between those fenders and the bonnet with its showy, rounded, emblematic chrome grill, protrude the headlamps. Inside, under the canvas ‘rag’ top are leather bucket seats, and a wooden steering wheel to complete a “sporting car” (roadster) image evocative of the older Jags, Benzes and the TD series of MG’s.

“Light” and “quick” describes the Morgan. Contributing greatly to both attributes is its trademark ash wood substructure (in 2010 the metal chassis is crafted from aluminum in racing versions). Since 2004 Morgans are powered by Ford’s Mondeo V6 that produces 212 bhp (158 KW; 215 PS). The Aero 8 model has a BMW V8 engine that puts out 367 hp at 6100 rpm, giving it a top speed of over 170 mph. No wonder Dhani Jones wants one to catch those crooks: it does 0-62 mph in 4.5 seconds.

In 2010, the Morgan Motor Company is still owned by the family of Henry Frederick Stanley Morgan who founded it in 1909. Presently, the company is being run by his grandson Charles Morgan who took over from his father Peter who assumed the reins when his dad Henry died suddenly in 1959. History “neat” like the Brits drink their Scotch (compare Morgan history to the Aston Martin’s quagmire). In 1976 at the Morgan factory in Malvern, Worcestershire, Peter Morgan was asked why Morgans had changed so little over their sixty-seven years. He quickly piped “Why change anything? We have a ten year waiting list.” Ah, the marvelous Morgan.

BY JUDYTH BRAVO



*The celebration in 2009 of 100 Years
of Morgan Cars at Cheltenham, a
handsome spa-town on the edge of the
Cotswolds, England. The lovely building,
the Pittville Pump Room.*

Photo courtesy of The Morgan Motor Company

VELOUS · MORGANS





On the Green TODAY



Bill Young of Sonoma, owner, exhibitor of this 1957 Morgan Plus Four Drophead Coupe has owned over a hundred cars during his life. This Morgan is his wife Suzanne's favorite, no wonder with its sprightly green color and its ready-for-anything drophead top.

The vehicle enjoys a prestigious lineage being the first 1957 Morgan drophead sold in the Colonies, and was sold from the only West Coast Dealer in Los Angeles to a gentleman from Los Gatos. The first owner drove the vehicle for a few years, and then dismantled it in order to do a complete restoration, putting all the parts into boxes. Then Owner II bought the boxes and put Humpty Morgan together again; well, at least 75% of him. That was the vehicles condition when Young first met the Morgan at the back of a used car lot in Santa Monica. Even "sans top" and "sans upholstery", Young saw the automobile's potential. You can see the resultant restoration with its unusual paint color which is actually from the Mercedes Benz collection, on the green today. Special note to British car enthusiasts... Young defines the term drophead succinctly: it means a three position top (all up, all down, or halfway) which is a real asset in England's climate

1957 MORGAN PLUS FOUR DROPHEAD COUPE

Owned by Bill Young of Sonoma, California



On the Green TODAY



Call it "triple green" when this 1933 Rolls-Royce with its "green on green" color scheme (green body, green convertible top) graces the greens of the 7th Niello Concours at Serrano. Owned by Jay and Christina Moore of Lahaina, Hawaii, the Phantom

II is fresh from a Best of Show win at the 2nd Annual San Francisco Concours d'Elegance in July, 2010. This gorgeous automobile is in its element in the Winner's Circle, having garnered Best of Show at La Jolla in January, 2010, as well as First in Class and the prestigious Gwenn Graham Award for Most Elegant Convertible at Pebble Beach in 2009 to cite but a few of its awards (it's enough to make this green car jaded).

The Rolls-Royce had never been outside England until the Moores took possession of it on August 4, 2008. A Mr. Alan McEwan had enjoyed ownership for the prior forty-six years. Its original owner was Harry Primrose, the sixth Earl of Roseberry in Scotland who took delivery of the car in 1933. A flawless restoration has been achieved to recreate the beauty so "she is as delivered in 1933". Enjoy this rarity on the green.

1933 ROLLS ROYCE PHANTOM II

*Owned by Jay & Christina Moore
of Lahaina, Hawaii*



Defining the Best

By FRANK WEISMANTEL

Rolls-Royce cars of H.M.
Queen Elizabeth II at
the Royal Mews
Copyright Rolls-Royce
Enthusiasts Club

*S*o, what is the best? It's really a trick question. Everyone has his or her own concept of what is best. Everyone has personal priorities, especially when it comes to automobiles.

If you want the fastest, there are many ways to achieve that. You could throw down a million and a half dollars for a new Bugatti Veyron and go an honest 250 (plus!) miles per hour. Or, you could head down to the nearest speed shop and purchase an 800HP "crate engine" and put it in your Great Uncles 1968 Chevy Nova, along with an upgraded transmission, differential, tires and wheels. It would be easily the quickest thing in the region and would not even cost a tenth of the Bugatti.

If you want the most luxurious, there is always the Rolls-Royce.

If you want the most beautiful, there are many, many different paths to take. Alfa Romeo, Aston Martin, Jaguar, Ferrari, Lamborghini and others are simply stunning; yet still manage to look better every year.

So...exactly how would you go about defining the best?

Today we're going with branding. In watches there is Rolex, in golf there is (oops...maybe was?) Tiger Woods, in Champagne there is Dom Perignon, in Automobiles, there's Rolls-Royce. There's that name again...

Rolls-Royce is universally considered the best of the best automobiles. Hands down, whenever anyone is asked what he or she thinks is the best automobile, only one name comes up. Rolls-Royce. Why do you think that is? Surely, not every one of us has driven or owned a Rolls. Many of us have seen one on the road but that is hardly the best way to apply the metric of the best, based on a glimpse. Basically, we were taught from our youth that the best car in the world is the Rolls-Royce. So, is it?

Is the Rolls-Royce the most beautiful? Frankly, I find its appearance in later models to be disdainful. Is a Rolls the most powerful? No. Is it the most efficient? No way, the latest Phantom weighs almost 5798 pounds. No. Is it the most luxurious? No, there are other brands that are equally luxurious. Is it the most reliable? Almost anything Japanese is more reliable. Is it the best handling? That metric has and probably always will belong to Ferrari. Is it the finest crafted from a factory and management team that is the most resolutely committed to excellence? Yes, it most definitely is.

That's why Rolls-Royce is considered the best. Also, the fact that most Queens, Presidents and dictators are chauffeured around the world in

a Rolls-Royce Limousine is helpful in establishing the belief in the superiority of the marque. Talk about free advertising; every time the Queen Mother is shown being chauffeured around Great Britain, the world is shown a Rolls-Royce.

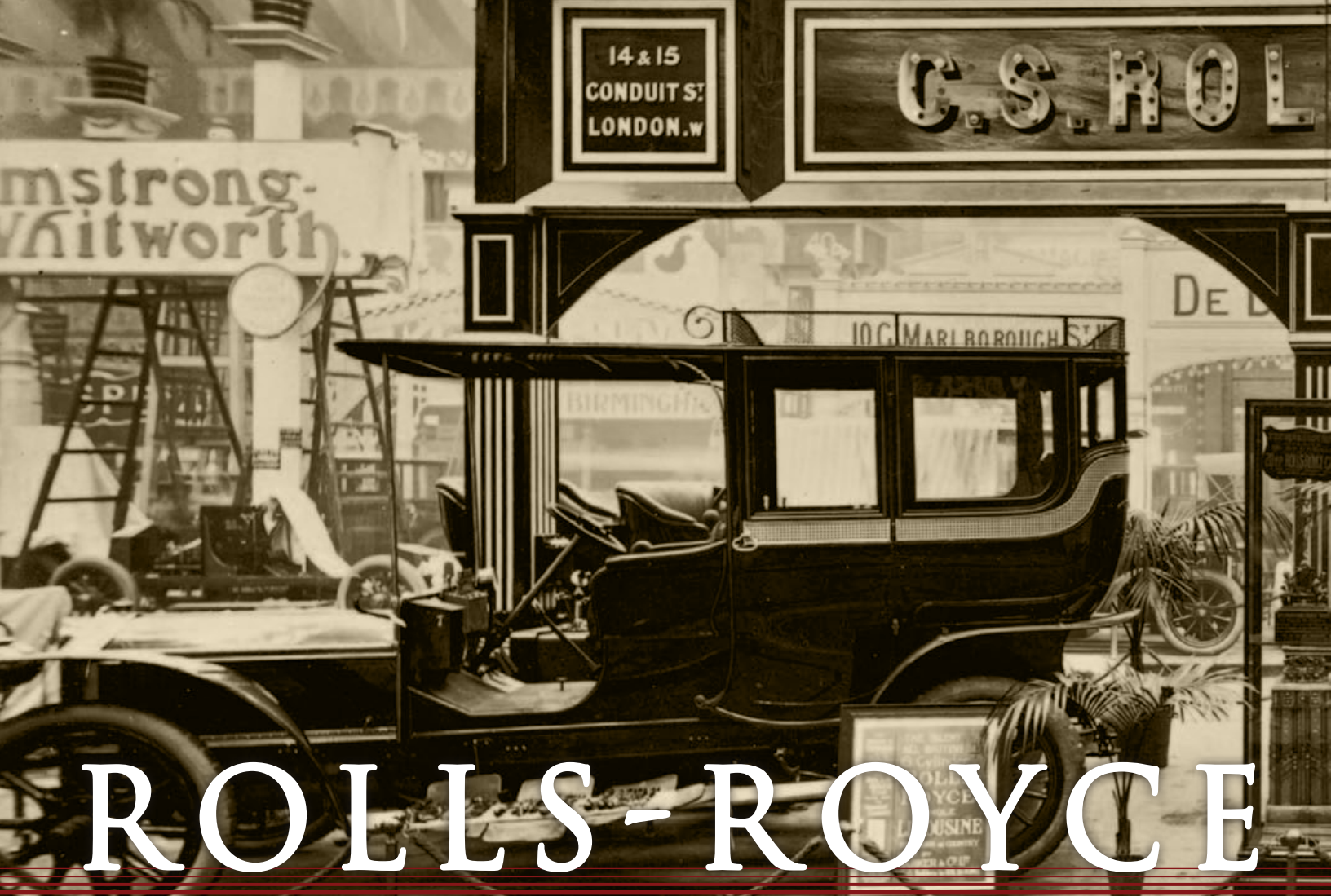
The cars are truly works of art. Also, they are personalized works. Rolls-Royce prides itself on a long and rich (no pun intended) tradition of making each car as much a reflection of the owner as of Rolls-Royce itself. Tell them what you dream of and their world leading team will make your dreams come true. Perhaps this is why there are very few different models built by Rolls. If Rolls had its way, just a few platforms would provide their clientele with a "personal driving saloon", not just a nice car.

Today, Rolls-Royce is a part of the BMW Empire. Wisely, BMW has given Rolls a free hand to build the world's finest, most desired cars. Also, BMW handed over some of the newest, most innovative technologies on the planet. The cars are not just impeccably crafted; they are amongst the most technically advanced automobiles available.

Most noticeable in every Rolls-Royce is their quality of ride and auditory insulation from the outside world. Nothing is more serene. The latest "air suspension" technology is fitted to all new Rolls-Royce cars. The suspension is so incredibly "in tune" to the car that the suspensions' microprocessor based controller can actually sense if a back seat passenger moves from one side of the car to the other. Of course, an adjustment in suspension must occur.

Also mandatory is an analog clock in every Rolls-Royce dash. Why analog, in today's digital world? How else can you hear the clock ticking, instead of the many diverse and unwanted sounds of the outside world? Rolls-Royce simply owns the world standard for controlling noise, vibration and harshness.

Finally, possibly due to BMW Corporation assistance, Rolls-Royce is still growing and remains a powerful global brand. Now, in 2011 you can actually purchase an "entry level" Rolls-Royce; the Ghost. Probably named so because few persons actually have a "ghost" of a chance to own this "entry level" Rolls. Priced at a very reasonable \$245,000.00 dollars, before personalization, the Ghost can finally put a new Rolls-Royce in the garage of little people, say those making a pitiful three quarters of a million dollars a year or so. Affordability never looked (or rather felt) so good!



ROLLS-ROYCE

CHARLES ROLLS, HENRY ROYCE AND THE SPIRIT OF ECSTASY!

On Aug 27, 1877 Lord and Lady Llangattock had a son, Charles Stewart Rolls. This young man was born into a very comfortable Victorian family. He showed a glimpse of the talents to come when he built a generator and converted a portion of the family home to electric light. Young Charles attended Eaton and Cambridge, where he was the first person to own a car, a three hp Peugeot Phaeton. He did his own repairs, thus earning the nickname “Dirty Rolls”. He was not only mechanically inclined, but also involved in the affairs of society. He was a founder of the Automobile Club of Great Britain, one of three founders of the Royal Aero Club, and the first aviator to successfully complete a double crossing of the English Channel. In 1902 he started his own company, CS Rolls and Co., which sold and maintained motor cars.

Henry Royce was the other side of the coin; he was the son of a miller and had nowhere near the upper-class childhood that Rolls did. His first job was selling newspapers at the age of 10, but soon he moved on to a

job as an apprentice for the Great Northern Railway in Peterborough. At the age of 22 he and a partner founded a firm that produced electric-light fittings, cranes and generators. In 1903 he bought a secondhand Decauville motorcar, and was so dissatisfied with the car he decided to build one for himself. By all accounts and measures this two-cylinder car was superb.

Rolls heard tell of this marvelous machine and went to see it for himself. Henry and Charles met for the first time at the Midland Hotel in Manchester, England on May 4, 1904. Rolls tested the car and was so impressed he acquired the exclusive rights to sell the entirety of Royce’s production. On December 23, 1904 the two agreed the cars would be called “Rolls-Royce”.

These first vehicles were 10 horsepower, two-cylinder cars with a leather-lined cone-type clutch, a 3-speed gearbox, a fully floating live axle and spur-type gears. Three were made with the Royce badge and 16 with the Rolls-Royce livery. This first car sold for \$735. In 2007 this same car sold for over £3.5 million at a Bonhams London auction



C.S. Rolls Stand, 1906 Olympia Motor Show
Copyright Rolls-Royce Enthusiasts Club

History

house breaking two world records—This is the highest price ever paid at auction for both a Rolls-Royce and a veteran car (pre-1905).

Another of the more famous Rolls-Royces is the Silver Ghost. The car was initially known as the Rolls-Royce 40/50 hp, but CG Johnson provided the Silver Ghost moniker and it has stayed with the car through the ages. The extremely high quality of these cars earned them the reputation as “the Best Motor Car in the World”. There were 6,173 Silver Ghosts produced during the years from 1907 through 1925. These Ghosts had a 6-cylinder in-line water-cooled engine, a cone-type clutch, a 4-speed gearbox and a top speed of 84 mph. Certain aspects of the car changed as the production run continued.

We would be amiss if we didn't say a few words about the famous lady who rides atop the Rolls-Royce grill. “The Spirit of Ecstasy”

is described by her creator, sculptor Charles Sykes, as “A graceful little goddess ... who has selected road travel as her supreme delight and alighted on the prow of a Rolls-Royce Motor Car to revel in the freshness of the air and the musical sound of her fluttering draperies”. The first Rolls-Royce motorcar did not have the little lady present, but Sykes was commissioned by Claude Johnson, the managing director of Rolls-Royce, to create this flowing beauty, which went into production in 1911 and still gracefully maintains her place!



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IMMORTALIZATION OF ECSTASY

History of the Emblem

The Spirit of Ecstasy was designed by Charles Robinson Sykes in 1910 and carries with it a story about a secret passion between John Walter Edward Douglas-Scott-Montagu, a pioneer of the automobile movement, and editor of *The Car* magazine at the time, and his secret love and the model for the emblem, Eleanor Velasco Thornton. Eleanor was John Walter's secretary, and their love was to remain hidden, limited to their circle of friends, for more than a decade. The reason for the secrecy was Eleanor's impoverished social and economic status, which was an obstacle to their love. John Walter, succumbing to family pressures, married Lady Cecil Victoria Constance, but the secret love affair continued. Friends of the pair knew of their close relationship but they were sufficiently understanding as to overlook it.

When Montagu commissioned his friend Charles Sykes to sculpt a personal mascot for the bonnet of his Rolls-Royce Silver Ghost, Sykes chose Eleanor Thornton as his model. Sykes originally crafted a figurine of her in fluttering robes, pressing a finger against her lips—to symbolize the secrets of their love. The figurine was consequently named "The Whisper".

The very first Rolls-Royce motorcars did not feature radiator mascots; they simply carried the Rolls-Royce emblem. This, however, was not enough for their customers who believed a vehicle as prestigious as a Rolls-Royce should have its own luxurious mascot, and by 1910 personal mascots had become the fashion of the day. Rolls-Royce was concerned to note that some owners were affixing "inappropriate" ornaments to their cars. Claude Johnson, then managing director of Rolls-Royce Motor Cars, was asked to see to the commissioning of something more suitably dignified and graceful.

Johnson turned to Charles Sykes following Lord Montagu's commission, Sykes was asked to create a mascot which in future would adorn every Rolls-Royce. In February 1911 he

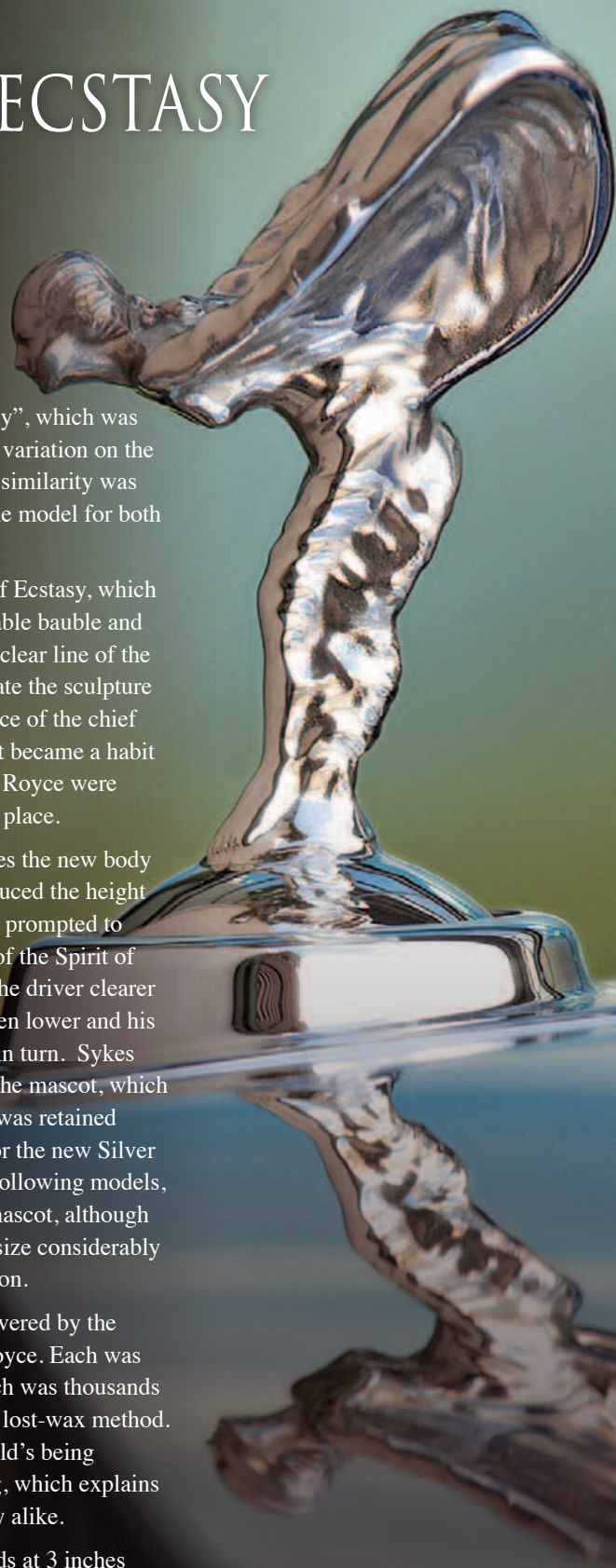
presented the "Spirit of Ecstasy", which was easily recognizable as being a variation on the theme of "The Whisper". The similarity was hardly coincidental because the model for both had been Miss Thornton.

Royce did not like the Spirit of Ecstasy, which he judged to be just a fashionable bauble and complained that it spoiled the clear line of the car's bow. The contract to create the sculpture was awarded during the absence of the chief engineer due to illness. Thus it became a habit that Rolls-Royce cars used by Royce were rarely driven with a mascot in place.

Towards the end of the twenties the new body line of Sports Saloons had reduced the height of the coachwork. Royce was prompted to think about a lower variation of the Spirit of Ecstasy. The alteration gave the driver clearer vision even with the windscreen lower and his seating position also lowered in turn. Sykes created a kneeling version of the mascot, which fulfilled this requirement and was retained after the Second World War for the new Silver Wraith and Silver Dawn. All following models, however, sported a standing mascot, although this has now been reduced in size considerably compared to the original version.

The Spirit of Ecstasy was delivered by the Company with every Rolls-Royce. Each was done using the technique which was thousands of years old and known as the lost-wax method. This practice results in the mold's being destroyed to reveal the casting, which explains why no two figures are exactly alike.

Today's Spirit of Ecstasy stands at 3 inches and, for safety, is mounted on a spring-loaded mechanism designed to retract instantly into the radiator shell if struck from any direction. There is a button within the vehicle which can retract/extend the emblem as well. She can be made of highly polished stainless steel, sterling silver or 24-carat gold, the sterling silver and gold being optional extras. As always, Rolls-Royce buyers bespoke wishes prevail.



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on the Green

The Pebble Beach Poster Collection

916.966.8312

Reissued Pebble Beach Concours Poster Collection commemorates this landmark automobile venue that began in 1950. The posters were originally designed to promote the fabled Road Race held on the "Seventeen Mile Drive" on the Sunday following the Pebble Beach Concours d'Elegance on the grounds of the equally elegant Del Monte Lodge on Saturday.

Pebble Beach Road Race posters offered span years 1950 through 1956; Pebble Beach Concours d'Elegance posters available cover years 1966 to 1997.

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ALFA 100 *of Winning*

One hundred years ago, an aristocrat from Milan, Ugo Stell, purchased the failing Italian division of the French automobile manufacturer Darracq. He renamed the company Aionima Lombarda Fabbrica Autobmobili, which translates into Lombard Anonymous Automobiles Factory, a rather unglamorous name for what would become a legendary company. Of course we know this company by the more familiar name of Alfa Romeo or ALFA for short.

ALFA made its debut on the race track one year later in 1911 with new car at the sixth Targa Florio which showed good speed and road handling characteristics. Three years later, ALFA introduced the Grand Prix model with a four cylinder engine featuring twin spark plugs per cylinder, the first of its kind. When car manufacturing resumed after World War I, ALFA introduced their new logo which has remained the same to this day. They also made a new addition to their racing team, a young Italian driver by the name of Enzo Ferrari who immediately impressed with a second place finish in the 1920 Targa Florio. In 1922, ALFA introduced a six-cylinder engine in the new RL model and a race prepared version was clocked at a speed just under 120 mph. Not only was the RL a huge success in the market but it also brought ALFA a string of victories on the race track. Another milestone took place in 1923 when the company hired engineer Vittorio Jano who would create some of ALFA's most memorable cars. His first car, the P2, featured an eight-

cylinder engine with turbocharger which powered this car to numerous racing victories and their first world championship in 1924.

Jano's next design was a smaller car, the 6C 1500, and it too was a success, winning the 1927 Mille Miglia and again in 1929 with a slightly larger 1,750cc engine. ALFA continued making engineering breakthroughs with a removable, aluminum alloy cylinder head on the larger 8C 2300 engine, the world's first such design. Racing success followed with another victory in the 1931 Targa Florio and at LeMans and Monza. This was followed by the introduction of the P3, a race car that would make driver Tazio Nuvolari a champion and a legend as this combination dominated races in Europe. Then in 1933, ALFA was acquired by I.R.I. (Institute for Industrial Reconstruction) who changed the companies direction to focus on production cars. The ALFA logo on the race cars was change to that of Scuderia Ferrari. After another world war had interrupted manufacturing ALFA resumed operations and returned to racing. Using a pre-war design for a small but nimble racecar with a 1500cc engine and designated as the 158 or "Alfetta", ALFA was back winning races. The Alfetta,



Al Leake and "Sophie" on their way to victory in another race. Sophie compiled an extraordinary racing record during its years on the racetrack.

ROMEO

Years

Designs



Loud Mouth at Nationals - John Anderson driving his Alfa "Loud Mouth Green" to victory in the SCCA Nationals of 1977 at Road Atlanta.

driven by the legendary Juan Manuel Fangio, won the Monaco, Belgian and French Grand Prix races. In a revised model designated the 159, it won every Grand Prix in 1951 and driver Giuseppe Farina became World Champion.

While ALFA continued to enjoy success on the racetrack, 1954 would prove to be a significant year when the company introduced one of their most significant, successful and best love road cars - the Giulietta. The Giulietta became the first vehicles mass produced by the company and in 1956, another, more sporty model was introduced, the Giulietta Veloce. With a 1300cc twin-cam engine, Weber carburetors, lightweight construction and larger brakes, this Veloce was destined to become a favorite of race drivers around the world.

In America, the Giulietta became a favorite of amateur race drivers competing with the Sports Car Club of America. Here in Northern California, two Giuliettas with humble beginnings would go on to compile an amazing series of race victories and national championships. In the early 1960's, a Giulietta Spyder was owned, and raced, out of Griswold's Alfa/Ferrari shop in Berkeley. Initially a street car, the Alfa had been converted to a race car by its first owner, who eventually lost interest in the sport and sold the car to Griswold. Not liking the original gold color of the car, he decided to paint it a lime green color which became known as "Griswold Lime Green" or "Loud Mouth Green".

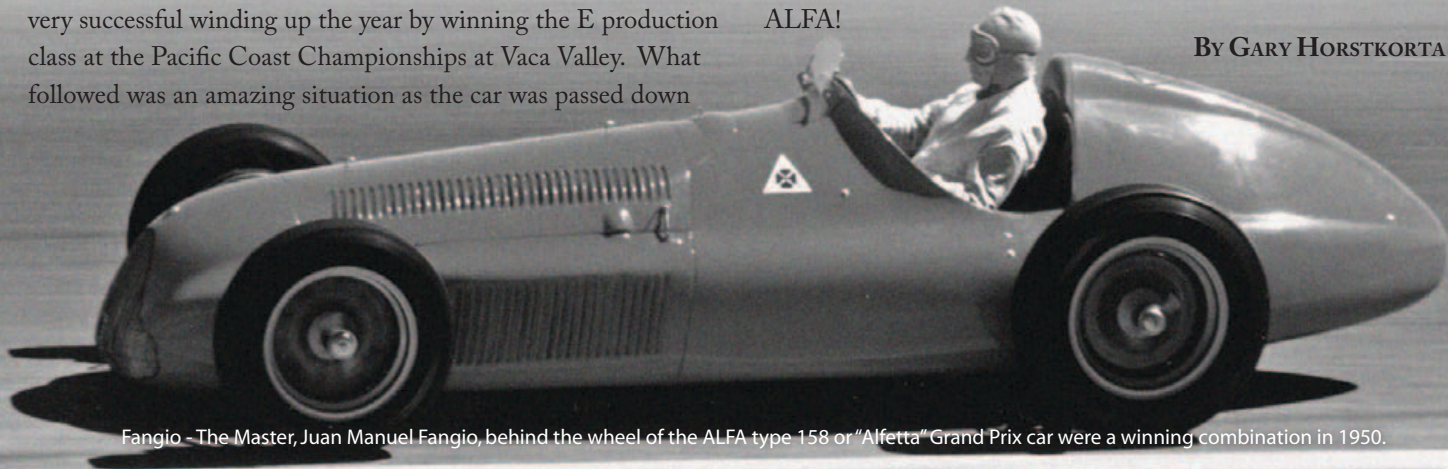
With Griswold behind the wheel for the 1964 season, the car was very successful winding up the year by winning the E production class at the Pacific Coast Championships at Vaca Valley. What followed was an amazing situation as the car was passed down

through a succession of local racers including, John Woodner, Jon Norman, Dan Marvin, Jere Brown and then to John Anderson in 1975. After a complete rebuild, Anderson campaigned the updated Alfa through 1979. His best season was 1977 when he won the National G Production Championship at the SCCA Runoffs at Road Atlanta.

Another very successful Alfa was the car owned and raced most notably by Al Leake and known as "Sophia". Sophia started life in Milan in 1957 and spent more than ten years as a street car before being purchased by H.B. Luginbuhl in 1970. After a one year restoration and conversion into a race car, Luginbuhl raced it for a year before selling it to Phil Mason. Mason updated the car to current SCCA regulations and continued racing the Alfa, winning a couple of SCCA Division Championships. Mason then sold the car to racer Al Leake. With further updating, Leake went on a tremendous winning streak, going undefeated over the next decade and winning six West Coast Championships. Upon Sophia's retirement in 1988, she had compiled a most impressive record - winning 262 SCCA races, 26 SCCA Championships and setting 11 lap records!

Loud Mouth Green and Sophia were both subsequently restored to their early racing configurations and have competed in local vintage racing events on the West Coast. Not bad for a couple of 1950's era sports cars and a testament to the designs created by Alfa Romeo over fifty-five years ago. Happy Birthday ALFA!

By GARY HORSTKORTA



Fangio - The Master, Juan Manuel Fangio, behind the wheel of the ALFA type 158 or "Alfetta" Grand Prix car were a winning combination in 1950.

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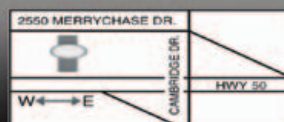
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CLASS B-1

BRITISH PRE-WAR SPORTS CARS

- 36** 1933 — *MG J2 Swept Wing*
Robert Dewitz of Red Bluff, California
- 114** 1934 — *MG PA*
Lawrence Alexander of Shingle Springs, California
- 115** 1934 — *MG PA*
Leif Neuman of Lincoln, California
- 146** 1936 — *MG KB*
Robert Alley of Rocklin, California
- 147** 1938 — *MG TA Tickford*
Bill Hilland of Morgan Hill, California

CLASS B-2

BRITISH PRE-WAR PASSENGER CARS

SPONSORED BY BRITISH CAR SERVICE

- 11** 1933 — *Rolls Royce P II, Continental*
Jay & Christina Moore of Lahaina, Hawaii
- 55** 1929 — *Rolls Royce Shooting Brake*
John Carey of San Jose, California
- 60** 1937 — *Bentley 3 Litre*
Dan Kelly of Fair Oaks, California

CLASS B-5

BRITISH SPORTS CARS 1946-1969

- 1** 1969 — *FOR Vixen S-2*
Rick Carlile of Sacramento, California
- 20** 1951 — *Allard K-2*
David Rossiter of Folsom, California
- 23** 1952 — *MG TD*
Frank Hilscher of Folsom, California
- 38** 1947 — *Allard ZCC*
Albert Reynolds of Fair Oaks, California
- 69** 1947 — *MG TC*
Rick Niello of Sacramento, California
- 72** 1955 — *Austin Healey 100 - 4*
Marshall Barnes of Gold River, California
- 81** 1956 — *Austin Healey 100 M*
Everett & Pat Adams of Sparks, Nevada
- 82** 1958 — *MG MGA Roadster*
Don Davis of Gold River, California
- 118** 1954 — *Morgan Plus 4*
Dan Roberts of Tiburon, California

- 138** 1957 — *Morgan Plus 4*
Bill Young of Sonoma, California

CLASS B-5A

JAGUAR XK 120 - XK 140

Sponsored by Jaguar Sacramento

- 9** 1955 — *Jaguar XK 140 FHC/SE*
Geoffrey Horton of Sonoma, California
- 18** 1954 — *Jaguar XK 120 OTS*
Andrew Banta of Orangvale, California
- 47** 1951 — *Jaguar XK 120 M Roadster*
Larry Jackson of Redding, California
- 48** 1953 — *Jaguar XK 120 DHC*
Danno Raffetto of Placerville, California

CLASS B-6

BRITISH SPORTS CARS 1960-1969

- 30** 1968 — *Jaguar XKE Roadster*
Michael Tatro of Sacramento, California
- 45** 1965 — *Triumph TR 4 A*
Peter Heineman of Fair Oaks, California
- 49** 1969 — *Jaguar E Type Coupe*
Donald Korock of Folsom, California
- 62** 1965 — *Morgan Plus 4*
Bill O'Sullivan of Sacramento, California
- 64** 1963 — *Jaguar E Type OTS*
Robert Owens of Visalia, California
- 67** 1963 — *Austin Healey BJ 7 3000*
Randolf Andorko of Elk Grove, California
- 113** 1961 — *Daimler SP 250*
Jim & Audrey Trees of Murphys, California
- 141** 1961 — *Morgan Plus 4*
James Nickerson of Folsom, California

CLASS B-7

BRITISH SPORTS CARS 1970-1987

- 4** 1978 — *MG Midget*
Paul Lewis of El Dorado Hills, California
- 7** 1970 — *Triumph TR 6*
AnnaBelle Pugh of Wallace, California
- 31** 1987 — *Lotus Esprit Turbo HC*
Michael Tatro of Sacramento, California
- 44** 1973 — *MG MGB*
Danny Cook of Forest Hill, California
- 88** 1970 — *Morgan Plus 8*
Hank & Cathy Feenstra of Carmichael, California

Exhibitor List

- 134** 1970 — *MG MGB Roadster*
Ian Hunter of Los Gatos, California
- 143** 1970 — *Jaguar E Type Roadster*
James Griggs of Diamond Springs, California
- 145** 1979 — *MG Midget*
Kim Kjenzinger of Walnut Creek, California

CLASS B-8

BRITISH PASSENGER CARS 1946-1959

- 39** 1954 — *Rolls Royce Silver Dawn*
Dennis Phillips of Shingle Springs, California
- 57** 1948 — *Jaguar Mark IV*
Grady Rosier of Visalia, California
- 58** 1955 — *Bentley Hooper*
Clyde Cassady of Fair Oaks, California
- 87** 1959 — *Rolls Royce Silver Cloud*
Andrew Spranza of Carmel, California
- 90** 1957 — *Bentley S-1 Continental*
Don Turner of Sacramento, California
- 91** 1956 — *Bentley Silver Cloud - James Young*
Charles Manchester of Stateline Nevada
- 95** 1958 — *Jaguar Mark 1, 3.4 Saloon*
Fred & Nancy Gerischer of Paradise, California

CLASS B-9

BRITISH PASSENGER CARS 1960-1969

- 59** 1962 — *Rolls Royce Silver Cloud II*
Dan Kelly of Fair Oaks, California
- 94** 1965 — *Jaguar Mark 3.8 Saloon*
Ed Brewer of Sacramento, California
- 100** 1963 — *Jaguar Mark X*
Micah Wellman of Sparks, Nevada

CLASS B10

BRITISH PASSENGER CARS 1970-1987

- 102** 1977 — *Rolls Royce Silver Shadow II*
Gary Wright of Rocklin, California
- 106** 1985 — *Rolls Royce Corniche*
Helen & Brent Heath of San Leandro, California

CLASS B11

BRITISH CARS OF INTEREST 1988 TO PRESENT

SPONSORED BY STEWART'S AUTOMOTIVE

- 2** 2001 — *Jaguar XKR*
Wayne & Pam Barni of Redding, California
- 10** 2006 — *Aston Martin DB 9 Volante*
Timothy & Mary Yaryan of Gold River, California

- 22** 2007 — *Aston Martin Vantage*
Don & Terry Lovasik of Martinez, California
- 73** 2004 — *Lotus Elise*
Bob Finkbeiner of Gold River, California
- 78** 1989 — *Rolls Royce Silver Spur*
Andrew Dunn of Sausalito, California
- 101** 2005 — *Bentley GTC*
Lorraine Tucker of Folsom, California
- 104** 1989 — *Jaguar XJ-S*
James Collipriest of El Dorado Hills, California
- 109** 2000 — *Lotus Espirit*
Wayne Ellison of Nevada City, California
- 120** 2007 — *Aston Martin DB 9 Volante*
Cliff Cooper of Sacramento, California
- 132** 2005 — *Aston Martin DB 9*
Salerno Motorsports of Rocklin, California
- 139** 1988 — *Rolls Royce Silver Spur*
Donald House of El Dorado Hills, California
- 140** 1990 — *Bentley Turbo R*
Donald House of El Dorado Hills, California
- 142** 1988 — *Rolls Royce Silver Spur*
Bruce & Camille Overton of Sacramento, California

CLASS A

US CLASSICS OPEN & CLOSED

- 8** 1924 — *Kissel 6-55 Speedster*
Lynn Kissel of Livermore, California
- 29** 1934 — *Packard 1107 Club Sedan*
Allen Nelson of San Mateo, California
- 43** 1934 — *Lincoln KB*
Victor Nelson of Palo Alto, California
- 54** 1936 — *Cord 810 Cabriolet*
Allan McCrary of Vacaville, California
- 65** 1934 — *Lincoln 12 KB Convertible*
Ken Daniel of Los Altos Hills, California
- 70** 1935 — *Packard Convertible Sedan*
Rick Niello of Sacramento, California
- 71** 1937 — *Packard 115 Convertible*
Rick Niello of Sacramento, California
- 85** 1934 — *Duesenberg SJ Convertible Coupe*
Academy of Art University in San Francisco, California
- 93** 1937 — *Cord 812 Beverly*
John MacPherson of Vacaville, California
- 119** 1931 — *Pierce Arrow Model 41*
Brian Sanders of El Dorado Hills, California
- 122** 1948 — *Cadillac Convertible*
Rick Niello of Sacramento, California

CLASS A-L

AMERICAN LUXURY 1949-1969

- 149** 1960 — *Chrysler New Yorker*
Jones Bill of San Rafael, California
- 68** 1953 — *Buick Skylark Convertible*
Rick Niello of Sacramento, California
- 28** 1954 — *Cadillac 62 Coupe de Ville*
Jim Hearn of Folsom, California
- 16** 1953 — *Kaiser Dragon*
Larry Rodkey of Elk Grove, California

CLASS COBRA

CELEBRATING THE VARIOUS MANUFACTURERS
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- 33** 1965 — *Cobra Shelby*
Michael Powell of Camino, California
- 123** 1965 — *Cobra Kirkham*
Marshall Crossan of Folsom, California
- 124** 2005 — *Cobra CRA*
James Gifford of Citrus Heights, California
- 125** 1965 — *Cobra Superformance*
Tom Winkelman of Roseville, California
- 126** 1982 — *Cobra Everett/Morrison*
Lee Albright of Granite Bay, California
- 148** 1965 — *Cobra Superformance*
Jack Townsend of Gold River, California

CLASS E

PRESERVATION ~ LIMITED TO UNRESTORED, ORIGINAL CARS
THROUGH 1956

- 40** 1965 — *Porsche 356 SE*
Jerry Kihany of Granite Bay, California
- 83** 1953 — *Cadillac Series 62 Convertible*
John White of Sacramento, California
- 112** 1956 — *Jaguar XK 140 DHC SE*
Jim Perell of Loomis, California

CLASS F

MUSCLE CARS 1963-1972

- 21** 1970 — *Ford Torino GT*
Deborah Clendenning of El Dorado Hills, California
- 79** 1969 — *Chevrolet Camaro Pace Car*
Marshall Crossan of Folsom, California
- 96** 1968 — *Ford Mustang GT/CS*
Michael & Robin Jewel of Chicago Park, California

CLASS L-2

EXOTICS 1988 TO PRESENT
SPONSORED BY SALERNO MOTORSPORTS

- 52** 2001 — *Ferrari 360 F-1 Spyder*
Kevin Wong of Roseville, California

- 76** 2000 — *Ferrari 550 Maranello*
Neil Collepari of El Dorado Hills, California
- 86** 2003 — *Ferrari 360 Spyder*
Steve Andrade of El Dorado Hills, California
- 92** 2003 — *Porsche C 4 S*
Mark Bruno of Folsom, California
- 110** 2005 — *Lamborghini Gallardo*
Art & Diana Dunn of El Dorado Hills, California
- 121** 2008 — *Lamborghini Gallardo*
Mike Blore of Granite Bay, California
- 128** 1987 — *Ferrari Testarossa*
Shannon & Terry Rogers of Loomis, California
- 129** 1991 — *Ferrari F-40*
Gerard Vandemerghe of Pinon Hills, California
- 130** 1999 — *Ferrari 355 Spyder*
Michael & Debra Balch of Rocklin, California
- 131** 2010 — *Ferrari 458 Italia*
Motorsports Salerno of Rocklin, California
- 137** 2009 — *Ferrari F 430 Scuderia*
Brad Dillon of Placerville, California

CLASS M

ANTIQUES TO 1919

- 17** 1912 — *Buick Model 43*
Patrick Hopkins of Sacramento, California
- 53** 1908 — *REO Model 1*
Joe & Rae Anino of Placerville, California
- 98** 1914 — *Petite Speciale*
George & Elizabeth Knapp of Fresno, California
- 99** 1914 — *Ford Model T Truck*
Donna Jones of Vacaville, California

CLASS N-O

VINTAGE OPEN & CLOSED THROUGH 1948

- 12** 1928 — *Ford Tudor Sedan*
Glenn Johnson of Camino, California
- 13** 1936 — *Ford Coupe*
Leonard Brewer of Georgetown, California
- 42** 1935 — *REO Pickup*
Pete Van Steyn of Lockeford, California
- 46** 1940 — *La Salle 2 Door Coupe*
Marshall Kraus of Sacramento, California
- 75** 1930 — *Ford Model A*
Luther Vinson of El Dorado Hills, California

CLASS PRS

AMERICAN MANUFACTURER 1949-1969

- 6** 1963 — *Ford Thunderbird*
LeRoy Siebert of Sacramento, California
- 15** 1957 — *Chevrolet Bel Air*
Patrick Rodgers of Rescue, California

Exhibitor List

- 56** 1962 — *Chrysler 300 H*
Doug Warrener of Fair Oaks, California
- 111** 1950 — *Oldsmobile 88 Convertible*
Galen Klokkevold of Auburn, California

CLASS T

AMERICAN SPORTS CARS 1953-1967

- 34** 1963 — *Chevrolet Corvette*
Joe Caldero of Elk Grove, California
- 35** 1966 — *Chevrolet Corvette*
Vitiach Hudson of Sacramento, California
- 50** 1957 — *Ford Thunderbird*
Phillip York of Sacramento, California
- 51** 1956 — *Ford Thunderbird*
Jacque Flaig of Granite Bay, California
- 84** 1954 — *Kaiser Darrin*
Jim & Kathy Orsburn of Gold River, California
- 133** 1963 — *Chevrolet Corvette*
Ken Ruthenberg of Gold River, California
- 144** 1956 — *Ford Thunderbird*
Bob Miranda of Folsom, California

CLASS V

FOREIGN SPORTS CARS 1957-1977 UNDER \$5,000

- 3** 1973 — *Alfa Romeo Spyder*
Lenny Pollacchi of Sacramento, California
- 5** 1954 — *Arnolt MG/Bertone*
Jim Silva of Castro Valley, California
- 77** 1967 — *Porsche 912*
Deana Jenkins of Folsom, California

CLASS VM

VINTAGE MOTORCYCLES THROUGH 1972

- 127** 1967 — *Greeves 360 Challenger*
Clark Sperry of Sacramento, California

CLASS VP

PORSCHE 1957-1977

- 19** 1960 — *Porsche 356 B*
David Rossiter of Folsom, California
- 66** 1964 — *Porsche 356 C Sunroof Coupe*
Bob Cannon of Sacramento, California
- 80** 1959 — *Porsche 356 A Coupe*
Mark York of Gold River, California
- 105** 1958 — *Porsche 356 A*
William Disser of Saratoga, California
- 116** 1965 — *Porsche 356 Cabriolet*
Ted Blake of Sacramento, California
- 117** 1963 — *Porsche 356 Sunroof*
Dave Gilmore of Irvine, California

CLASS VRC

VINTAGE RACE CARS

- 25** 1965 — *Ford Lotus Cortina*
Roger & Rosemary Andriesse of Sacramento, California
- 26** 1963 — *Lotus Super 7*
Dan Shivley of Folsom, California
- 89** 1958 — *Porsche 356 Speedster*
Barney Gardner of El Dorado Hills, California
- 103** 1965 — *Shelby Cobra*
Gordon Gimble of Roseville, California
- 150** 1962 — *Cooper Monaco*
David Springett of Sacramento, California

CLASS W

FOREIGN SPORTS CARS 1957-1977 OVER \$5,000

- 14** 1973 — *Maserati Bora*
Wilson Werhan of Walnut Grove, California
- 61** 1973 — *Isa Rivolta Grifo*
Mike Clarke of El Dorado Hills, California
- 63** 1974 — *Porsche 911 S*
David Borden of El Dorado, California
- 74** 1962 — *Ferrari 250 GTE*
Bill Finkbeiner of Auburn, California
- 107** 1973 — *Ferrari 365 GTC/4*
Aaron Masters of Auburn, California
- 108** 1972 — *Porsche 911 T*
Michael Wilson of Granite Bay, California
- 136** 1969 — *Ferrari 330 GTC*
Greg Nickless of Sacramento, California

CLASS Y

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

- 24** 1969 — *Citroen DS-21 Pallas*
Richard Bonfond of Sacramento, California
- 32** 1958 — *OW 23 Window Deluxe*
Marshall Anders of El Dorado Hills, California
- 37** 1966 — *Mercedes Model 200*
Michael Ginsberg of Gold River, California
- 135** 1964 — *OW Microbus*
Jonathan Dattilio of Lincoln, California

CLASS Z

Foreign Passenger Cars 1957-1977 Over \$6,000

- 27** 1971 — *Mercedes 280 SE*
Bud Hopkins of Sacramento, California
- 97** 1970 — *Mercedes Benz 280 SE Cabriolet*
William Brooks of Santa Cruz, California



On the Green TODAY



Enjoy Hollywood trivia? What did Fatty Arbuckle, Eddie Duchin, Amelia Earhart, Douglas Fairbanks, Greta Garbo, William S. Hart, Al Jolson, Mary Pickford and Rudy Valee have in common? They all owned 1924 Kissel 6-55 Speedsters like the one nicknamed "Bugsby"

exhibited today by Lynn and Jeanne Kissel of Livermore, California. Originally drawn to this marque by its eponymous name, the Kissels purchased this vehicle in Australia in 2005, then undertook a body-off "freshening" that any Hollywood star would envy, returning the Speedster to its original colors and configuration. This model is undoubtedly the most famous of the Kissel vehicles produced by hand from 1906-1930 (although 35,000 were made; only about 150 Kissels exist today).

With its purchase price of \$2185 (when model T Fords garnered \$350) and its rakishly handsome sportscar élan, this open roadster made a statement about its driver that celebrities adored, and still do. The design was the concept of the New York city dealer for the brand, Conover T. Silver who collaborated with Kissel designer J. Frederick to create the epitome of casual elegance, complete with fittings to strap a golf bag to each fender.

In 2006 Kissel Model 6-55 was designated a "Full Classic" by the Classic Car Club of America due to its fine design, high engineering standards and superior workmanship. Bugsby qualifies. Visit this iconic car on the green today to see for yourself.

1924 KISSEL 6-55 SPEEDSTER

Owned by Lynn Kissel of Livermore, California



The 7th Annual Niello Concours at Serrano is proud to be a Sports Car Club of America sanctioned event. Since 1944 the SCCA has brought motorsports to 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 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 set in motion a new policy. There will be a championship awarded to the automobile that has the greatest number of points for the Concours Season. Each automobile, upon entry into a SCCA Concours, will receive five points for entering the show. For 1st in class five points, for 2nd in class three points, and for 3rd in class two points. The automobile that is chosen Best of Show will receive ten additional points. The automobile that has the greatest number of points at the end of the 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 have been tabulated by the SCCA and the award will be presented today at the 2010 Niello Concours at Serrano.

Ed Therrien ~ Chief of Concours

Butch Wright ~ Chief Judge

Shirley Wright ~ Chief of Scoring

Darren Townsley ~ Chief of Field

Tom Ganno ~ Director of Marketing

Jim Perell ~ Director of Communications/SCCA Liasson

Cindy Scagliola ~ Director at Large

Pat Willie ~ Secretary/Treasurer

THE 2009 SCCA CHAMPIONSHIP AWARD

1954 Kaiser Darrin

Owned by Jim Orsburn of Gold River, California





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Best of Show 2009



Steven Hellon Photography

1947 JAGUAR MARK IV
Howard Clarke – *Springville, CA*



Specialty

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1937 DELAGE DS 120

Academy of Art University – San Francisco, CA



THE CHAIRMAN'S AWARD

1941 CHRYSLER NEWPORT LEBARON PHAETON

John White – Sacramento, CA



THE GRAND MARSHAL'S AWARD

1991 FERRARI F 40

Gerard Vandemergel – Pinon Hills, CA



THE FINALE DEL CONCOURS

RADUNO AWARD

1965 FERRARI 275 GTS

Gayle Hensler – Fair Oaks, CA



THE TOUR FAVORITE AWARD

1935 PACKARD PHAETON

Rick Niello – Sacramento, CA



Awards 2009

THE LA DOLCE VITA AWARD
1967 LAMBORGHINI MIURA
Ruth Sanders – Ione, CA



THE HOT ITALIAN AWARD
1956 NASH RAMBLER PALM BEACH
Betty Harguindeguy – Murphys, CA



THE MOST ELEGANT MOTORCAR
1935 BENTLEY 3 1/2 LITRE BERTELLI COUPE'
Robert Cole, Woodside, CA



THE 2009 SCCA
CHAMPIONSHIP AWARD
1954 KAISER DARRIN
Jim Orsburn – Gold River, CA





Class

CLASS A THE CLASSICS



1947 Jaguar Mark IV
Howard Clarke – Springsville, CA

CLASS COMMERCIAL



1930 Ford C-Cab Delivery
Joe Wachtel – Diamond Springs, CA

CLASS F MUSCLE CARS 1964 TO 1972



1969 Chevrolet Camaro
Ron Roach – S. San Francisco, CA

CLASS G LAMBORGHINI TO 1987



1987 Lamborghini Jalpa
Bill Overhauser – Rancho Murieta, CA

CLASS H FERRARI THROUGH 1974 INCLUDING DINO



1967 Ferrari 330 GTC
Judy Fitzpatrick – Rescue, CA

CLASS I FERRARI 1975 TO 1987



1975 Ferrari Dino 308 GT4
Anne Steele – San Bruno, CA

CLASS IM ITALIAN MOTORCARS FROM 1988 TO PRESENT



1988 Alfa Romeo Graduate
Martha Roten – El Dorado Hills, CA

CLASS IM1 ITALIAN MOTORCARS TO 1987



1960 Alfa Romeo Giulietta Sprint
Bud Collins – Diamond Springs, CA

CLASS ISC ITALIAN SPORTS CARS TO 1987



1953 Siata 208s
Larry and Jane Solomon, Woodside, CA

CLASS J FERRARI 1988 TO PRESENT



2003 Ferrari 360 Spider
Rich Fiechter – Granite Bay, CA

CLASS K MASERATI TO 1987



Maserati Bora
Wilson Werhan – Walnut Grove, CA

CLASS L EXOTICS THROUGH 1987



1980 BMW M-1
Chris Provo – San Francisco, CA

Awards 2009

CLASS L2

EXOTICS 1988 TO PRESENT



1989 Porsche Speedster

John and Claudia Harding – Auburn, CA

CLASS O

VINTAGE OPEN AND CLOSED THROUGH 1948



1929 Ford Coupe

Glen Johnson – Camino, CA

CLASS PRS

AMERICAN OPEN AND CLOSED 1949 TO 1970



1957 Chevrolet Bel Air Convertible

David Fletcher – Brentwood, CA

CLASS T

AMERICAN SPORTS CARS 1953 - 19672



1964 Chevrolet Corvette

Leo Michaud – Rocklin, CA

CLASS U

FOREIGN SPORTS CARS THRU 1956



1952 Jaguar XK 120 OTS

Brad Harwin – Modesto, CA

CLASS U-1 MG'S

TA, TC AND TD



1948 MG TC

James Costigan, Jr. – Lincoln, CA

CLASS V

FOREIGN SPORTS CARS 1957 – 1977 UNDER \$5000



1965 Lotus Elan 52

Barry Swackhamer – San Jose, CA

CLASS V-1

PORSCHE 356



1963 Porsche 356B Coupe

Dave Gilmore – Sacramento, CA

CLASS VRC

VINTAGE RACE CARS



1964 Sunbeam Alpine

Bill Atalla – Reno, NV

CLASS W

FOREIGN SPORTS CARS 1957 – 1977 OVER \$5000



1969 Mercedes 280 SL

Garry Holzapple – Grass Valley, CA

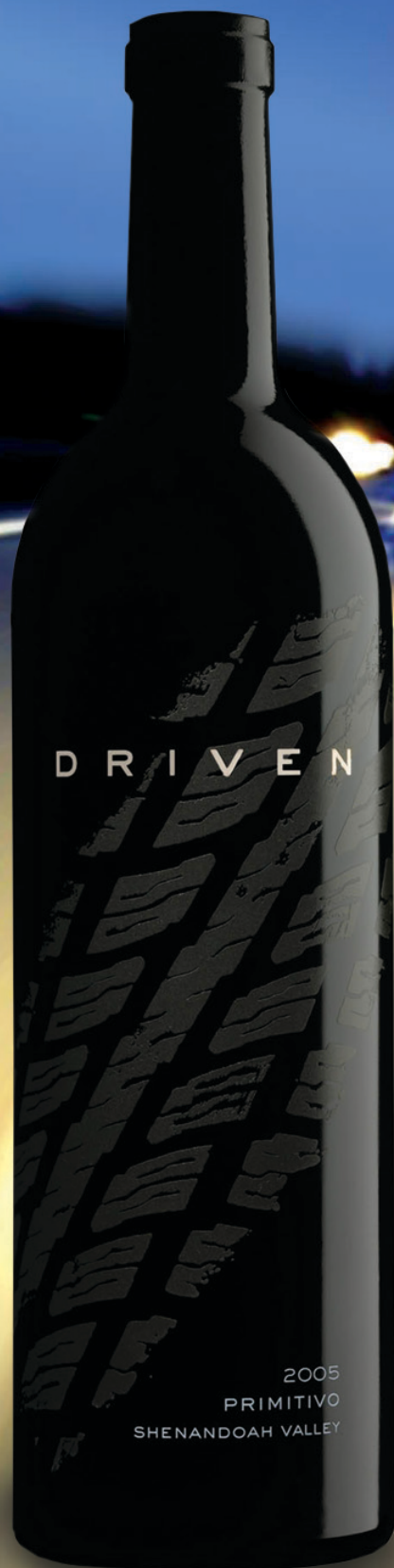
CLASS Y

FOREIGN SPORTS CARS 1957 – 1977 UNDER \$6000



1962 Volkswagen Karmann Convertible

Tony and Pat Olmo – Monterey, CA



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KEEP A STIFF UPPER LIP

The History of the “Keep Calm and Carry On” Poster

The British have always been regarded as being unemotional, which could be viewed as a negative trait, but it has helped the Brits develop the skill of keeping a stiff upper lip. This attitude was reflected in a war time poster that never saw the light of day during WWII, but when discovered many years later has become a symbol of that most British of attitudes, the simplicity and quintessential Britishness of the five-word message being the very model of British restraint.

The British Ministry of Information created the Keep Calm and Carry On poster in the spring of 1939 to allay the fear of the English population should Germany invade Great Britain. Two-and-a-half million copies of the poster were printed on the eve of WWII in anticipation of the outcome. Blessedly the feared invasion of Britain did not occur, thus the poster was never officially seen by the public but remained in storage throughout the war.

The message was all but forgotten until 2000, when a copy was discovered in a box of books bought at auction by Stuart Manley, a bookseller from Northumberland, England. He didn't have any idea what the poster was, but decided it should be framed and put on display in his book shop. After refusing all offers to sell the framed original, he eventually decided that copies should be made and sold.

Rescued from obscurity after 70 years, the Ministry of Information's appeal for calm has risen to cult status. Mr Manley's store, Barter Books in Alnwick, receives an average of 1,000 orders a month from around the world. Customers include 10 Downing Street and assorted embassies. The design has been reproduced on T-shirts and coffee mugs, shopping bags and cufflinks.

OTHER WWII POSTERS,
WITH CATCHY SLOGANS...

CARELESS TALK COSTS LIVES
COUGHS AND SNEEZES SPREAD DISEASES
DIG FOR VICTORY
KEEP MUM, SHE'S NOT SO DUMB
LEND A HAND ON THE LAND
LOOK OUT IN THE BLACKOUT

The Keep Calm and Carry On poster seems to be the all time favorite but the British do have a way with words!

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