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October 2005




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New 2005 Rolls-Royce Phantom
Blue Velvet/Cornsilk



New 2005 Aston Martin DB9
Jet Black/Obsidian



2005 Ferrari F430 Coupe F1
Rosso Corsa/Tan



New 2005 Aston Martin
Vanquish S 2+2 Black/Black



New 2005 Lamborghini
Gallardo E-Gear
Pearl Orange/Dark Grey



New 2005 Bentley Arnage T
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ASTON MARTIN

2005 Vanquish S 2+2..... Meteorite Silver/Black
2005 Vanquish S 2+2..... Black/Black
2005 DB9..... Titanium Silver/Caspian Blue
2005 DB9..... Jet Black/Obsidian Black
2005 DB9..... Ghillies Green/Sandstorm
2004 Vanquish 2+2..... Tungsten Silver/Black
2004 Vanquish..... Blue/Blue & Tan
2004 Vanquish 2+2..... Midnight Blue/Sandstorm
2003 DBAR1..... Tungsten Silver/Charcoal
2003 DBAR1..... Green/Soft White
2002 Vanquish..... Aviemore Blue/Pacific Blue
2002 DB7 Volante..... Cairngorm Grey/Charcoal
2001 DB7 Vantage Coupe..... Silver/Charcoal
2000 DB7 Vantage Coupe..... Black/Grey

BENTLEY

2005 Arnage T..... Black/Beluga
2005 Arnage T..... Moonbeam/Beluga
2005 Arnage T..... Burgundy/Ochre
2005 Arnage RL..... Peacock Blue/Autumn

2002 Arnage T..... Silver Tempest/Stratos
2001 Azure..... Peacock Blue/Barley
1988 Bentley 8..... Burgundy/Tan
1997 Brooklands..... British Racing Green/Beige

FERRARI

1971 365 GTS/4 Daytona Spider..... Gold/Black
2005 612 Scaglietti F1..... Pozzi Blue/Natural
2005 F430 Spider F1..... Rosso Corsa/Tan
2005 F430 Coupe F1..... Rosso Corsa/Tan
2005 F430 Coupe F1..... Rosso Corsa/Tan
2005 360 Spider F1..... Rosso Corsa/Tan
2005 360 Spider F1..... Titanium/Black
2004 360 Challenge Stradale... Rosso Corsa/Red & Black
2004 360 Modena F1..... Rosso Corsa/Tan
2003 360 Spider F1..... TDF Blue/Tan
2003 360 Spider 6 Speed..... Yellow/Tan
2002 360 Spider F1..... Rosso Corsa/Tan
2002 360 Spider F1..... Black/Natural
2001 550 Maranello..... Silver/Black
1999 F355 Spider F1..... Black/Black

ROLLS-ROYCE

2006 Phantom..... Platinum/Cornsilk
2005 Phantom Theater Conf..... Black/Black
2005 Phantom..... Black/Cornsilk
2005 Phantom..... Blue/Cornsilk
1999 Seraph..... White/Tan

LOTUS

2005 Elise..... Magnetic Blue/Biscuit
2005 Elise..... Bordeaux Red/Biscuit

SALEEN

2005 S7.....Black/Black

LAMBORGHINI

2005 Murcielago E-Gear..... Yellow/Black
2005 Gallardo 6 Speed..... Green/Black
2005 Gallardo E-Gear... Metallic Orange/Dark Grey
2005 Gallardo E-Gear..... Metallic Yellow/Black
2004 Murcielago E-Gear..... Titanium/Black

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Our *Values*

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 We encourage self-improvement.
 We hold high expectations.
 We embrace change.
 We delight the customer.
 We support our community.

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A Message From Richard Niello Jr.



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On behalf of the entire Niello organization, I'd like to welcome you to the second year of the Niello Concours at Serrano.

The Niello's have been in the automotive business in Northern California since 1921, and specifically in the Sacramento area for the past 50 years. Over that time, the organization has grown to encompass eight franchises with multiple locations in Sacramento, Rocklin and Concord. Needless to say, we have a passion for fine automobiles and a love for Northern California.

Congratulations to Premiere Concours Promotions, Inc., for creating and producing a fine event designed to showcase some of the most exquisite vehicles in California and the world, as well as support the Leukemia and Lymphoma Society. The Niello Company very much appreciates PCP's efforts and the opportunity to provide friends and customers with a meaningful and enjoyable way to appreciate rare and unique automobiles.

Enjoy your day.



A Message from The Leukemia & Lymphoma Society

The Leukemia & Lymphoma Society is honored to again be the benefiting charity for The Niello Concours at Serrano. Last year's inaugural event was outstanding, and this year's event will be just as wonderful. We are proud to be the volunteer support for this truly wonderful event, showcasing the finest automobiles in California.

Community partnerships such as the Concours allow The Leukemia & Lymphoma Society to continue to support lifesaving research and to help cure leukemia, lymphoma and myeloma. Since its founding in 1949, the Society has invested more than \$360 million in research specifically targeting blood cancers.

Thank you to Brian and Michele Moore and Rick Niello of The Niello Company for their continued support of The Leukemia & Lymphoma Society and our work toward finding a cure!



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A Message From the Chairman

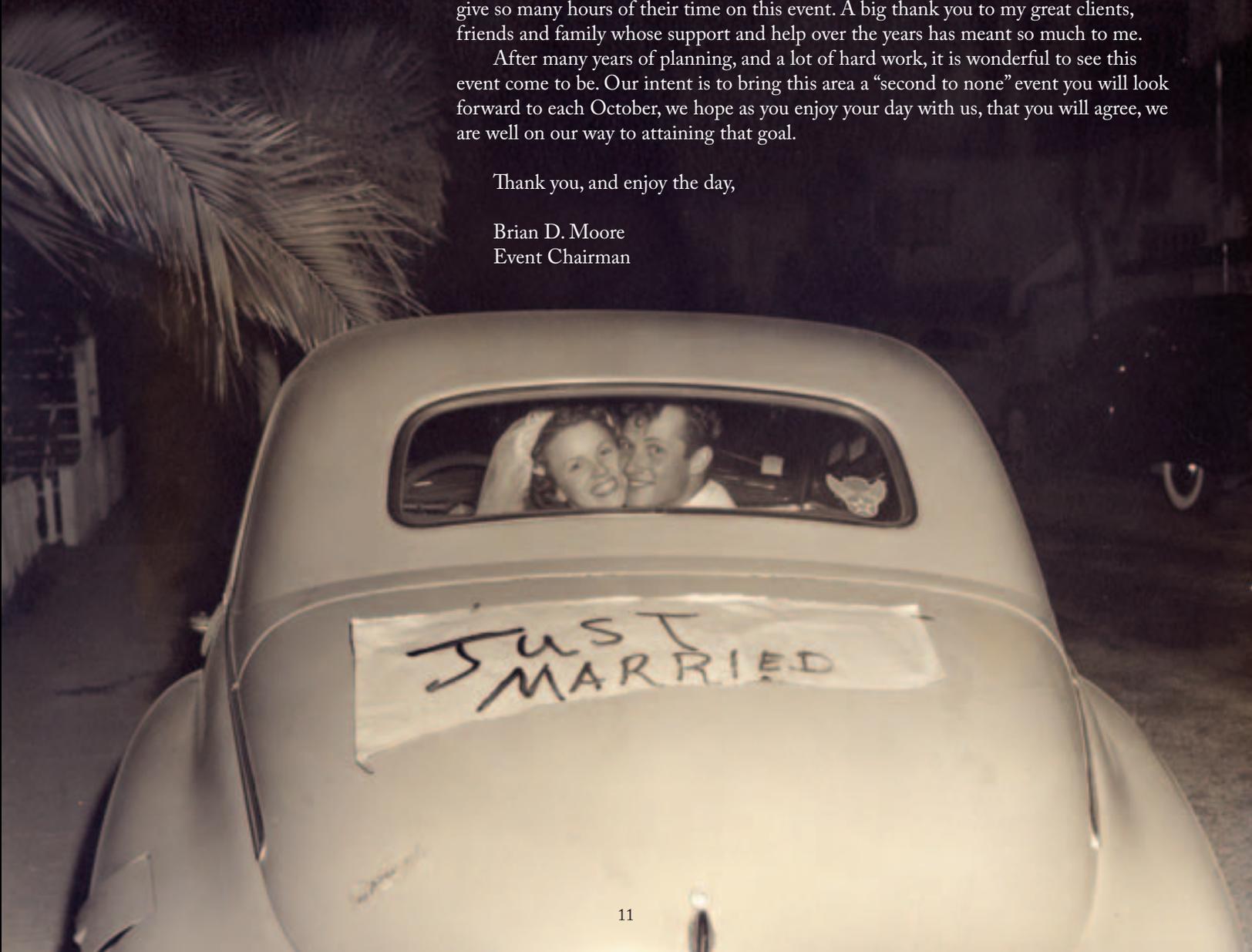
My wife Michele and I are very excited in anticipation of this year's event. I would like to say thank you publicly to her for her dedication, passion and involvement with this event, which is invaluable to me. Our inaugural event in 2004 featuring the Marques of Ferrari, Rolls Royce and Thunderbird received very positive feedback throughout this last year and we are excited about the featured Marques this year of Jaguar, and my favorite classic, Packard. I have a fondness for this particular marque probably from my dad's love of Packards. His first was a 1942 Clipper, which is pictured on this page and was used for their 1951 wedding day getaway. I can't wait to finish the 1940 110 Sedan in restoration progress now.

I am very proud of the many people that take their time and lend their experience to this event. Jim Perell, Entries Chairman, Chip and Dixie Dyson, who handle all of the awards and the Niello Concours at Serrano board members. Also I would like to thank Gil and Vicki Gilfix from the Palo Alto Concours for their advice and Jesse and Judy Bravo who help in so many ways. Rick Niello and his great staff, Scott Adamson and friends, Bill Parker, Jill Shannon, Eric Zeps of Parker Development Company and Serrano, and the fantastic volunteers from the Leukemia & Lymphoma Society who give so many hours of their time on this event. A big thank you to my great clients, friends and family whose support and help over the years has meant so much to me.

After many years of planning, and a lot of hard work, it is wonderful to see this event come to be. Our intent is to bring this area a "second to none" event you will look forward to each October, we hope as you enjoy your day with us, that you will agree, we are well on our way to attaining that goal.

Thank you, and enjoy the day,

Brian D. Moore
Event Chairman



Scheduled on the green

Classic Motorcars on Display

- Very rare and spectacular ~ 1960 Ferrari 250 GT Pina Farina Cabriolet
- Always a favorite ~ 1955 Mercedes Gullwing
- A true muscle car ~ 1968 Plymouth Road Runner–Hemi
- A real beauty ~ 1959 Chrysler 300E Convertible
- The only one of its kind ~ 1968 Ford Mustang GT Tri-Power
- The first motorcar to cross the San Francisco–Oakland Bay Bridge ~ 1935 Packard V12
- A gift from Prince Rainier III to the actress Grace Kelly ~ 1958 Mercedes 220 Cabriolet
- Formerly owned by the Howard family of *Seabiscuit* fame ~ 1939 Cadillac Convertible
- This motorcar was used in the fabulous '40's by Paramount Pictures to drive movie stars from set to set ~ 1940 Packard Model 1803
- Along with more than 175 other exciting entries for your enjoyment

Fabulous New Cars

- The newest cars from the Niello Company dealerships: Niello Acura, Niello Audi, Niello BMW, Niello Infiniti, Niello Land Rover, Niello Mini, Niello Porsche and Niello Volkswagen
- Also new models from Ford and Lexus
 - Folsom Chevrolet will have the newest Corvettes on display
 - From Silicon Valley Auto Group, the newest models of Lamborghini, Bentley and Aston Martin
- From the San Francisco Ferrari dealership, Ferrari's newest models, the Ferrari 430 and the 612 Scaglietti, on display along with the newest models from Maserati
 - From Mercedes-Benz of El Dorado Hills, the newest model from Maybach
 - Around the lake . . . MarineMax will have the newest boat models on display

Our Vendors on the Green

Showcasing everything from our official event apparel to high-tech garage modifications, travel, fine cigars, Starbucks, even the California Highway Patrol is here.

Explore the Area

- Air-conditioned SUV limousines will provide tours of Serrano's beautiful custom-home community throughout the day; also, view models and plans by Centex Homes, Pulte Homes and Standard Pacific Homes. Visit Serrano's information booth for times and details.
- Escape to La Borgata for a spa treatment at the Spa at La Borgata or maybe enjoy lunch at Masque Restaurant.

Fashion Show

At noon, a high-energy fashion show featuring fast cars and fabulous clothing. Patrick James, Purveyor to Gentlemen will have fashions for the man with discriminating taste. For the ladies, LuLu Boutique at La Borgata has fun and funky clothing. Exciting, one-of-a-kind Italian fashions and footwear from Franco Ferrini Apparel and Shoes with that European feel will be a highlight of the show.

Commentary from the Concours

Dave Bender, Master of Ceremonies, will host live interviews from the green throughout the day with car owners whose entries are of special interest.



Take a limousine tour today of the
Serrano community and model homes!
See Serrano's booth for info.

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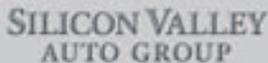
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FAST FACTS...

Silver-Blue 1961 Sunbeam Harrington Alpine

Bill Atalla
St. Helena, California



The 1961 Sunbeam Harrington Alpine shown at this year's Concours by owner Bill Atalla is in a truly rarified class of its own, being one of only three of its vintage residing in the United States. Originally, only 110 Harrington Alpines were produced in 1961 in England. Forty-four years later, fewer than 18 of these Gran Turismo sports cars exist around the world.

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Awards

THE NIELLO CONOURS AT SERRANO BEST OF SHOW AWARD

CLASS AWARDS

II BEL FERRARI ULTIMO AWARD

THE MOST ELEGANT MOTORCAR

THE HONORARY JUDGES AWARD

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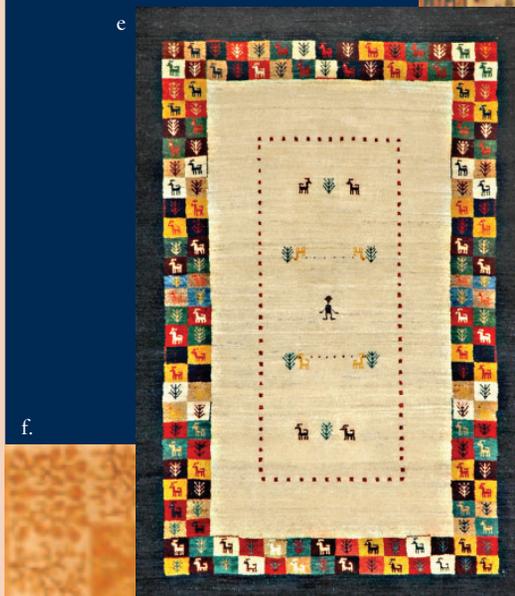
b. Pakistan, Serapi, 5'9" x 8'2"
Handmade 100% Wool

c. Pakistan, Art Deco, 5'8" x 8'
Handmade 100% Wool

d. Pakistan, Sultanabad, 6'3" x 8'8"
Handmade 100% Wool

e. Persian, Gabbeh, 3' x 5'
Handmade 100% Wool

f. Turkish, Agra, 2'6" x 12'
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f. Turkish, Agra, 2'6" x 12'
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FAST FACTS...

Antoinette-Blue 1939 Cadillac Convertible Sedan

Tom MacMillan
Sacramento, California



The 1939 Cadillac Convertible Sedan shown by Tom MacMillan was formally owned by the well-known Howard family of Willits, California. As the owner of the legendary racehorse Seabiscuit, Charles Howard understood a thing or three about "horsepower." In 1940, the two retired together to the family's Ridgewood Ranch in Willits.

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The Story Behind the



(Years later, in retrospect, I realized he no doubt steered me directly to *that* car.) A short while later, we were on our way back to the house. I was hooked!! Not only the looks and the smell but also the sound of that 3.4-liter dual-overhead cam, dual-exhaust Jag addicted me forever.

Mom always seemed to go along with Dad's passion for cars as well. There were too many to count. I will never forget the countless hours I spent with my dad out in the garage, holding tools for him as he adjusted the valves, played with the dual SUs, changed the oil and fooled around with the timing. I'm sure it was that time together that created the father-son bond and further cemented my passion for British sports cars.

It was around 1959 or '60 that Dad said he was selling the Jag. I never wanted to see it go because it would mean letting go of that moment that had brought me so close to my father as well as letting go of a car that I loved. As fate would have it, our next-door neighbor, Lila Shanley, also loved that car and worked out a deal to buy it. Fortunately, we were very close, and as time passed there was an understanding that I might one day be able to get the Jag back.

Time changes many things (except for my passion for cars), and while we moved away, our two families always kept in touch. In 1989, my father passed away, and in 1996, Lila passed away as well. Her son Barry (still a very close friend) now had children of his own, and his son was interested in the Jag. The notion of getting the Jag back became more distant, and although I still had faith that I would acquire that 140, I was ready to move on to something else.

Around July 2002, I called Barry and told him that I planned on picking up a '65 Jaguar E type coupe and ask him what his plans were for the old Jag. I told him that although I was just finishing a ground-up restoration on a 1967 MGB, I didn't have a whole bunch of restorations left in me and would love to take the 140 back to its former glory. He said he would talk with his son David and let me know. I didn't hear anything back from Barry right away and so I put the 140 out of my mind. Ironically, I happened to call my brother John (who lives in Hawaii) and caught him on his cell phone. Barry and his family

My passion for British sports cars began just shortly before my 6th birthday (although I didn't know it at the time).

Dad always spoke fondly of the various cars he had owned; several were British. My earliest recollection was of a 1951 Jaguar Mark VII that preceded a 1948 MG TC. Of course, there were several others added to his collection prior to the time I started driving cars such as his 1962 MGA Mark II DeLuxe. I was just 12 years old when my father taught me to drive on that MGA and had to take a short break from driving lessons after I pulled the starter switch with the car in first gear. Lessons started again after the car and the garage wall were fully repaired. Enough of that!

On January 4, 1956, Dad insisted that I take a walk with him. That was not unusual—he always enjoyed walking when he wasn't working as a makeup artist in the Hollywood studios or tinkering with his cars. I would be turning 6 years old in April and felt I could certainly keep up on what turned out to be a very long walk (only about three miles, but long when you are almost 6). We lived in the little town of Pacific Palisades and started out toward the Pacific Coast Highway and then up a long flight of stairs to Ocean Avenue in Santa Monica. When we reached Wilshire Boulevard, I remember Dad telling me to keep up with him although I had no idea where we were going. We kept walking until we arrived at the Brentwood Motor Car Company at 1601 Wilshire Blvd. in Santa Monica. This Jaguar agency was and still is owned by the Charles Hornburg family.

As we entered the dealership, I remember my eyes being drawn to a beautiful black sports car with a tan top. At that moment, Dad told me to go look at the cars and let him know which one I liked. I can't remember that there were any other cars on that showroom floor except for that XK 140SE DHC. I slid into the passenger seat of that 140 and, despite my tender age, was immediately taken by the burlled-walnut dash and the smell of the leather interior in combination with the Wilton wool carpeting. "Hey, Dad, I *really* like this one," I recall saying.



Car on the Cover...

DAD'S JAG – AT HOME AGAIN

were visiting from California and were with John. Barry said he needed to talk and then asked when I wanted to pick up the Jag. No charge, just a gift transfer between old friends.

I was so shocked and surprised that I didn't quite know what to say. I drove down to the Los Angeles area with truck, trailer and a good friend and picked the Jag up on August 24, 2002. The old 140 had been started from time to time but had not been registered since 1979. After bringing that cat up to my home in Northern California, I charged up the battery and added some fresh fuel and it immediately fired. I was able to take her for a very short spin before pulling into the garage, where I performed much-needed work on the entire fuel system, put in all new brakes and hydraulics as well and replaced the original old whitewall tires.

In a further test of faith, her first outing in 23 years (without any test or road time) took place on October 19, the day after I replaced the tires. Along with my good friend and equal car fanatic, Art Dunn, we trailered the 140 to the 10th annual California Autumn Classic in San Juan Bautista, where we decided to join in the back-roads drive of about 50 miles or so. The old 140 performed flawlessly.

She certainly was the subject of much discussion because of her original, nonrestored condition. The old cat still

sports her original carpets, seats and just about every other component. The only change to the car was the top, which was replaced with a black vinyl at some point. Several people were shooting pictures to use as a model for their restoration projects as well. I have spent a good bit of time cleaning and polishing her since then, and she purrs sweetly down the road.

Today, with a few more miles and no failures (as yet), the entire front-end suspension and all shocks have been replaced and she just gets driven. By the way, right after I picked up the car, my memory went back to a hidden drawer that my father had relocated from the dash to just behind the rear compartment leading to a pass-through in the boot. When I opened that drawer, his old collapsible cup was still there, where he used to keep a flask. In the boot was Dad's old shaving kit, embossed with his name, that he used to hold spare parts.

As one might imagine, the old Jag gets lots of looks and thumbs up. Somehow, despite her patina'd appearance, I can't quite bring myself to consider a full restoration. I'm afraid Dad's old 140 just wouldn't have the same spirit.

By Jim Perell



FAST FACTS...

Shell-Grey Over Tudor-Grey 1960 Bentley S2 Continental Saloon Flying Spur

*Don Turner
Sacramento, California*



The 1960 Bentley S2 Continental Saloon Flying Spur shown at this year's Concours by Don Turner of Sacramento is no stranger to the show circuit. This particular shell-grey beauty was spotlighted in Paris at its world-renowned Motor Show in 1960. Just restored in 2005, this motorcar is one of only 55 left-handed drivers of this model ever built.



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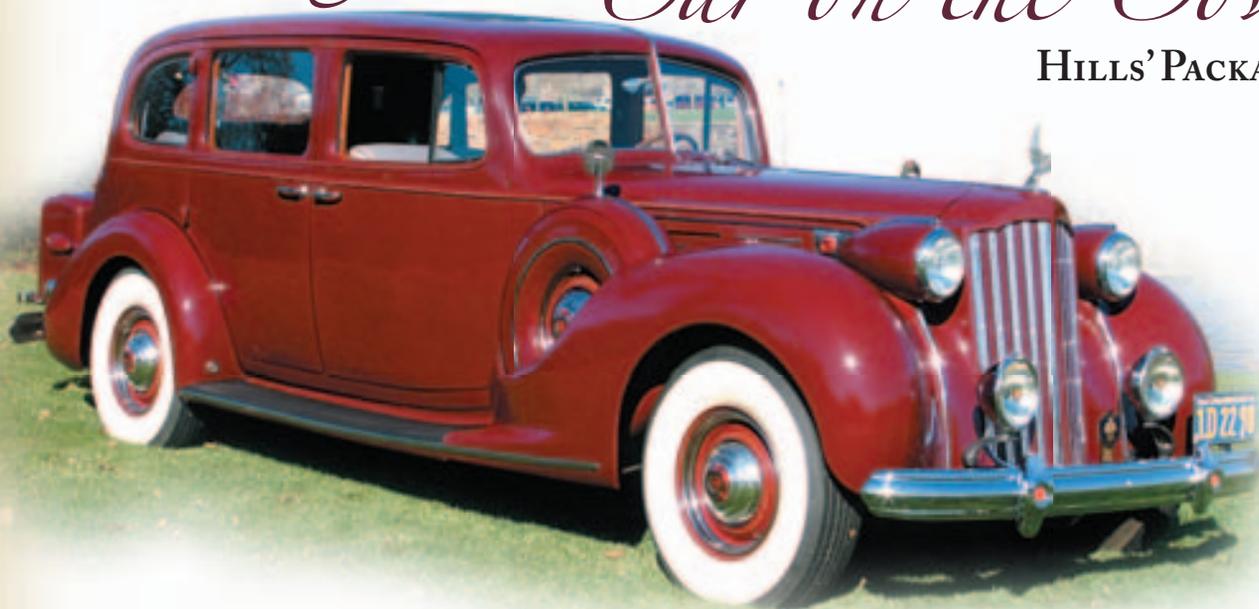
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The Story Behind the Car on the Cover...

HILLS' PACKARD



This beautiful 66-year-old Packard V-12 seven-passenger touring sedan was found in Folsom by its owners, Lee and Sue (Edie) Hill of Orangevale.

Lee Hill got a lead on the car from the owner of the old Napa dealership in Folsom, who knew about his interest in Packard automobiles. It ran perfectly but was badly in need of paint and cosmetics, such as chrome. The moth-eaten interior was a sight for sore eyes. But Hill's love for old cars helped him see the car's potential—he knew what elbow grease and a total restoration would do for this car. Initially, he didn't buy the car (Hill was already working to restore a 1941 Packard coupe) but let a friend buy it. Five years later, the friend—who hadn't done anything but store the car—offered to sell it to Hill. By then, Hill was done with the 1941 and was overjoyed at the opportunity to purchase the 1939 Packard.

The Packard Motor Car Company was phasing out the V-12s in 1939; in order to obtain one, you had to order it ahead of time. That year, only 432 V-12s were made, regardless of body style; the last one came off the line in August. It is believed that only 10 percent of the V-12s built that year are left today. The original purchase price of this car was \$5,462 and included the cormorant hood ornament, which cost \$10 in 1939. (Ordering a new hood ornament today from a Packard parts supplier would cost you \$300.) Packard automobiles were at their most luxurious in the 1930s. This was luxury at its best.

Packard's West Coast dealership, the Earl C. Anthony Company in Los Angeles, originally sold this Packard to someone in Beverly Hills. Rumors abound that the original owner was the J. Paul Getty family. Not much is known about the history of this particular Packard; however, at some time it was used by four college students in Idaho and later ended up in Folsom. The Hills have owned the car since 1980.

When Lee Hill purchased this automobile, it was fairly complete and in original condition. Hill did most of the restoration work himself over 12 years. The burgundy paint—a garage paint job—was applied by John Molloy III, a friend of Hill's. One day, Hill's wife came home and found both men painting the radiator shell in the family room. Amazingly, there was no paint on the furniture or carpeting. Ward Interiors of Orangevale installed the mohair upholstery and Wilton wool carpeting.

The car has been restored as close to Packard specifications as possible and won the *Most Elegant* and *Best of Show* awards at all-Packard car shows in the 1990s. While it has been an award winner at several car shows since its restoration, including the Shriners Hospitals Concours d'Elegance and Willows car shows, the car is used as a "driver" and not a show car, making it even more unique. Because it weighs 6,000 pounds, it does not lend itself to being a "trailer queen." In recent years, it has not been unusual to see the car at summertime cruise nights in the Folsom and Orangevale areas.

Hill, a car collector and restorer since his high school days, says this one really tested his skills and abilities from beginning to end. His interest in old cars runs from his 1914 Mitchell Speedster to Packard to even Nash Metropolitans. The 1939 Packard, however, was his biggest and most prolonged restoration accomplishment. After he recently restored a 1958 Nash Metropolitan convertible for his wife, he said that that was a cinch compared to the Packard.

Regardless, the 1939, affectionately known as "Big Red," is the car of which they are proudest. Sue Hill says that, while she is very proud of her husband's accomplishments with all their cars, the Packard stands head and shoulders above all the rest. She says it is truly a beautiful work of art.

By Sue "Edie" Hill



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HOLLYWOOD

Wilder Days

PACKARD PLAYED ITS ROLE IN HOLLYWOOD'S WILDER DAYS



If the word “fabulous” is a synonym for “legendary,” as Webster’s Dictionary asserts, there never was a more perfect confluence of legends than when Billy Wilder and his screenplay-writing partner Charles Brackett purchased a yellow 1940 Packard model 1803 convertible for their own use at Paramount Studios. Now owned and shown at the Serrano Concours by William Brooks of Santa Cruz, the stunning automobile was a showstopper in a town accustomed to showstoppers.

By 1941, Wilder had established himself as a successful screenwriter and had been paired by Paramount with Brackett to write the film *The Major and the Minor*. Wilder already had learned that if you wanted to protect your script, you had to direct it. The studio gave him the opportunity to direct the movie and made Brackett its producer.

Wilder was eager to prove himself as a director and also eager to please his glamorous leading lady, Ginger Rogers. That meant he had to please her mother and constant companion, Lela Rogers. To do so, he gave Lela a minor role in the film as Ginger’s screen mother. When Ginger and her mother reported to work on the first day of shooting, Lela spied the bright-yellow Packard with its top down in front of the studio offices. At once, she requested that she and her daughter be chauffeured in the car from set to set during the making of the movie. Wilder readily agreed.

Paramount had expected Wilder’s first directorial effort to be a big bomb, and that he’d then go back to writing. Instead, the film was a huge success; and his career, like the yellow

Packard, was off and running. The team of Wilder and Brackett won many Oscars during their collaboration, with Wilder managing to find time in 1945 to return to his native Germany as a colonel in charge of the U.S. Army’s Psychological Division. When he returned to Hollywood, he broke off with Brackett and began producing as well as directing his own screenplays. In all, Wilder was nominated for 21 Academy Awards and won six, including two for Best Picture, for *The Last Weekend* and *The Apartment*.

On the home front, the Packard spent the rest of World War II conveying movie stars around Paramount Studios. As no new automobiles were produced during the war, the car remained a symbol of the glamorous good life to which Hollywood hoped to return in postwar times.

In 1946, the Packard was traded in for a new Cadillac. A mechanic who had worked on the car purchased it from the dealer and enjoyed driving it around Hollywood during the 1950s. After his death in the 1970s, the car was sold and sent to New Jersey, where it was stored until 1998. Then, the Packard was fully restored and shown at multiple concours on the East Coast, garnering a coveted Senior CCCA Award. Regrettably, the car was badly in need of still another face-lift when current owner Brooks purchased it in April of this year. He had the automobile fully re-restored in Santa Cruz, this time using materials worthy of the car, and this August brought the beauty home at last. The Serrano Concours marks this gorgeous Packard’s return to “show biz” on the West Coast.

By J.A. Bravo



Celebrity Car Memories

By Don Lipper

Jennifer Whitney, News Anchor, KVOR 13



My car story involves a used yellow Maverick that my mom bought for me for \$300 as a high school graduation present. It wasn't a very cool car—it was wayyyy too yellow (screaming banana yellow)—but I was happy to have wheels!

One day I was driving it on a road in Brecksville, Ohio, where the speed limit was about 50, so I was going fairly fast. With no warning, the hood of the car flew up, blocking my view of the roadway. I had to

crane my head out the window to see where I was going. Luckily, I was able to drive to the shoulder of the road, and put the hood back down. For the rest of the time I owned that car, the ends of the hood near the windshield were curled up. Not very cool at all.

Pat Walsh, Sports Guy, News Talk 1530 KFBK



I have a 1954 Ford F-100 truck I call the Green Monster.

I wanted one of that year, and I found an old farm truck spray-painted red in front of St. Charles Borromeo church. That's where I had my first communion and where I went to catechism.

I saw the sign that it was for sale and thought, "This must be a blessing in disguise." I went to talk to the owner, and sure enough it was a priest, Father McFadden. When he came to the door, he was wearing a Notre Dame sweatshirt. I said, "This was meant to be because I'm a big Notre Dame fan."

Before I left with the truck, Father McFadden lifted the hood and blessed it.

It ran perfectly at the time, but I wanted to make it a hot rod. So I pimped a priest's ride.

The way I have it now is exactly what I had in mind. In fact, that's the biggest thrill for me. I had this vision and now I look at it and there it is, better than I imagined it.

I got really obsessed about the shade of green. I was going for an Irish theme. I saw a Toyota Echo with "glistening green" and decided that's the color. I get many compliments on it. The tailgate has a 1940s leprechaun airbrushed on it. The gear shifter has a shamrock. It is your basic Irishmobile. You feel Irish just being near it.

Paul Robins, Radio Host, "Paul and Phil" on Y 92.5 and "Paul and Phil Unplugged" on Talk 650 KSTE

My first car was a 1969 Austin Healy Sprite, a little peanut of a car.

Rather than falling for the romance of European styling, it was available and affordable. It had a crunched-in left fender and a blown head gasket. Those were two things I thought I could fix. I got the head milled, got a new gasket and it ran.

This is the embarrassing part, because I'm not a name-the-car kind of guy, but at the time I was in college and my buddies and I were painting cars to make money. I had some free paint. Purple doesn't do it justice, it was a really deep, dark indigo. My girlfriend at the time named it Alexander the Grape. That girlfriend is now my wife.

I love convertibles. I also like offbeat cars. It is fun because people don't know what kind of car it is, or don't see it that often.

Most of the cars I bought over the years were convertibles that I had to tow home. They were primer-colored. If you want a tip for finding a steal, know a lot about the cars you want so you'll know a good deal when you see one. I still flip through *Hemmings Motor News* for hours of fun reading ads.

My wife is not the car enthusiast I am. She saw a Morris Minor truck once and thought it was really cute. She generally didn't express much interest in cars, so I filed that away and started researching and found one that had been a total basket case. I bought it behind her back and restored it for her.

I still have a 1958 Morris Minor pickup truck that barely ran when I bought it. While driving it to the shop, the throttle cable broke and I repaired it with a paper clip to get to the shop. That's very MacGyver.





**Lynda Clayton,
Smooth Jazz 94.7 KSSJ**

Just returning from a wonderful vacation traveling all around Germany, I have a great respect for the German people's common sense and frugality. The darling and very comfortable Mercedes Smart Car should come to America. They were all over Germany and have great gas mileage. Most of America's vehicles

are huge (SUVs, trucks, etc.) compared to the smaller cars you see in Europe. The cars throughout Germany are mostly newer cars that are Mercedes or BMW, and it is noticeable how the people there keep their cars newer and clean. I saw a lot of BMW Mini Coopers in Germany. I got a chance to drive one once. The BMW Mini Cooper felt solid and safe even though they are so small. I think they are cool cars, and with today's gas prices, it makes sense.



**Jay Alan, Co-anchor, KFBK
1530 AM Afternoon News**

Before I saw the light and moved out West, I grew up in Wisconsin. The summer I turned 17, I had saved enough money to get a total beater piece of crap Ford Maverick for \$139. It was red, and I had grand designs of turning it into a muscle car.

I went off to college. As the days grew shorter and colder and the wind grew stronger, I found more and more vents in this car than had been advertised. No

matter how much I turned up the heater, cold came out.

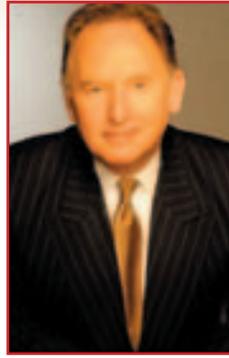
I had no money to fix it, much less turn it into a muscle car. I filled every known crevice with all the insulation, towels and rubber that I could scrape up. It cut the arctic draft by 50 percent, but it didn't eliminate it totally. Years later, I read that Ford had problems with heater cores in all models during those years.

I learned to drive fully enveloped in a parka and snowmobile suit and gloves. Not cool racing gloves, but big North Dakota arctic gloves. The inside of the windows would freeze. I learned how to scrape ice on the inside while I was driving.

Asking a girl to go driving with me meant I had to plan the weather. I wanted it to be just cool enough to need the thick blanket in the back seat, but I didn't want to appear too forward. I wanted to have the blanket there to be chivalrous.

The forecast looked perfect, so I asked this girl out to a movie and pizza. Unfortunately, a front rolled in, making it 20 degrees colder than forecast. Even with the blanket, she was freezing. If it had been a little warmer, who knows how wonderful that relationship on the bench seat would've gotten?

On the other hand, maybe the universe was looking out for me that night.



**Tom Sullivan, Financial Anchor, KCRA
3 & News Talk 1530 KFBK, Managing
Director, The Sullivan Group**

When I was in high school, I could hardly wait to get my driver's license. The minute I did, my parents said, "You can buy a car when you can buy insurance." So I saved my money, bought my first car and bought insurance. Then I realized I could turn around and sell the car I had bought,

and make a few bucks on it.

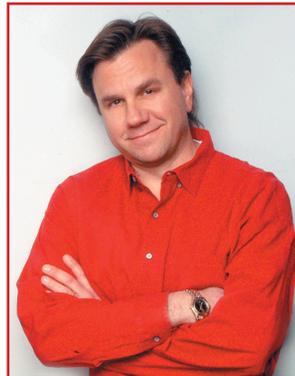
Whenever I went to visit my older sister in Seattle, she said she never knew if it was me or not driving up because I always had a different car. I had 16 cars in my junior and senior years of high school. I would buy cars, fix them up and sell them.

At 17, I was an enterprising car dealer before John L Sullivan bought his first car.

It was a way for me to make some money. I would buy a car that needed something done to it and I would do it and sell it for a profit.

This was in the late '60s, and the kinds of cars I was buying were 1950s models. I had a '55 Ford, a '56 Chevy, a '59 Chevy convertible. A brand-new car in those days was \$3,500. So these were \$1,000 cars that I sold for \$1,500. That was big money for me.

These days, I go for style. I usually change cars every three years instead of every three weeks like I used to. My attention span has gotten longer, but sometimes I still make a profit.



**Joe Getty, Co-host, "The
Armstrong and Getty Show,"
Talk 650 KSTE**

The first car I ever owned was an 8-year-old 1976 Toyota Corona. It was not a large car.

I lived in the Alpha Kappa Lambda fraternity at the University of Illinois. One night, several of my good buddies asked to borrow the car. They didn't say for what.

Later that evening I went downstairs to the living room. It was Christmastime, and there was an enormous 11-foot Christmas tree in the living room of the fraternity house. It looked absolutely fantastic.

I went out to use my car the next morning, and it was completely coated inside and out with pine needles. I couldn't conceive how that tree could have been transported in, on or under the car. I was equally sure the tree had not been procured through normal channels by a bunch of broke 19-year-old college students.

Nobody said anything to me about how my car had been used the previous night. When I asked, the only response I got was "I have no idea what you're talking about."

I would be tempted to know precisely what happened that night, but I'd have to check the Illinois statute of limitations on pine theft.





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FAST FACTS...

silver-Green 1963 Lotus Elite Super 95

Frans D. Nelson
Reno, Nevada



Shown by owner Frans Nelson of Reno, Nevada, the silver-green 1963 Lotus Elite Super 95 exhibited in this year's Concours took a circuitous route to Serrano. Scheduled to be shown at last year's inaugural Concours, the show car, winner of 11 straight first-place awards as well a Best in Show, was stolen along with its trailer and then shot up with a .357 Magnum. The "restoration" was then laboriously re-restored. After the 2005 Serrano Concours, it will retire from "show biz" to the safety of the Nelson garage.

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Jaguar History

A HISTORY OF EXCELLENCE

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 70 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 most expensive XK150, a drophead coupe, sold for 1793 pounds, about \$3,400 at today's exchange rate.

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 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 control, the model lineup has expanded to include the XK8/XKR sports convertibles and coupes, the XJ8/XJR sedans and the X Type and S Type sedans (also with high performance "R" models) targeted at entry-level and move-up buyers. And, with the new, all-aluminum sedan in production and XK8/R concept replacement likely to be produced, the future holds promise.

"Retro" cars have been all the rage in recent years as companies look to capitalize on the styling icons of years past, and Ford has wisely looked into its portfolio of successes to guide it into the future with Jaguar. The debate will go on about the retro aspect of it all, but a few things are certain: The cars 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



FAST FACTS...

1938 Ford Deluxe

*Dan O'Keefe
Roseville, California*



For owner Dan O'Keefe, the maroon four-door 1938 Ford Deluxe Sedan he is showing at this year's Concours represents a sentimental journey. O'Keefe learned to drive behind its steering wheel at the age of 16. The O'Keefe family has owned the car since 1939.

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Packard History

AN AUTO BIOGRAPHY

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

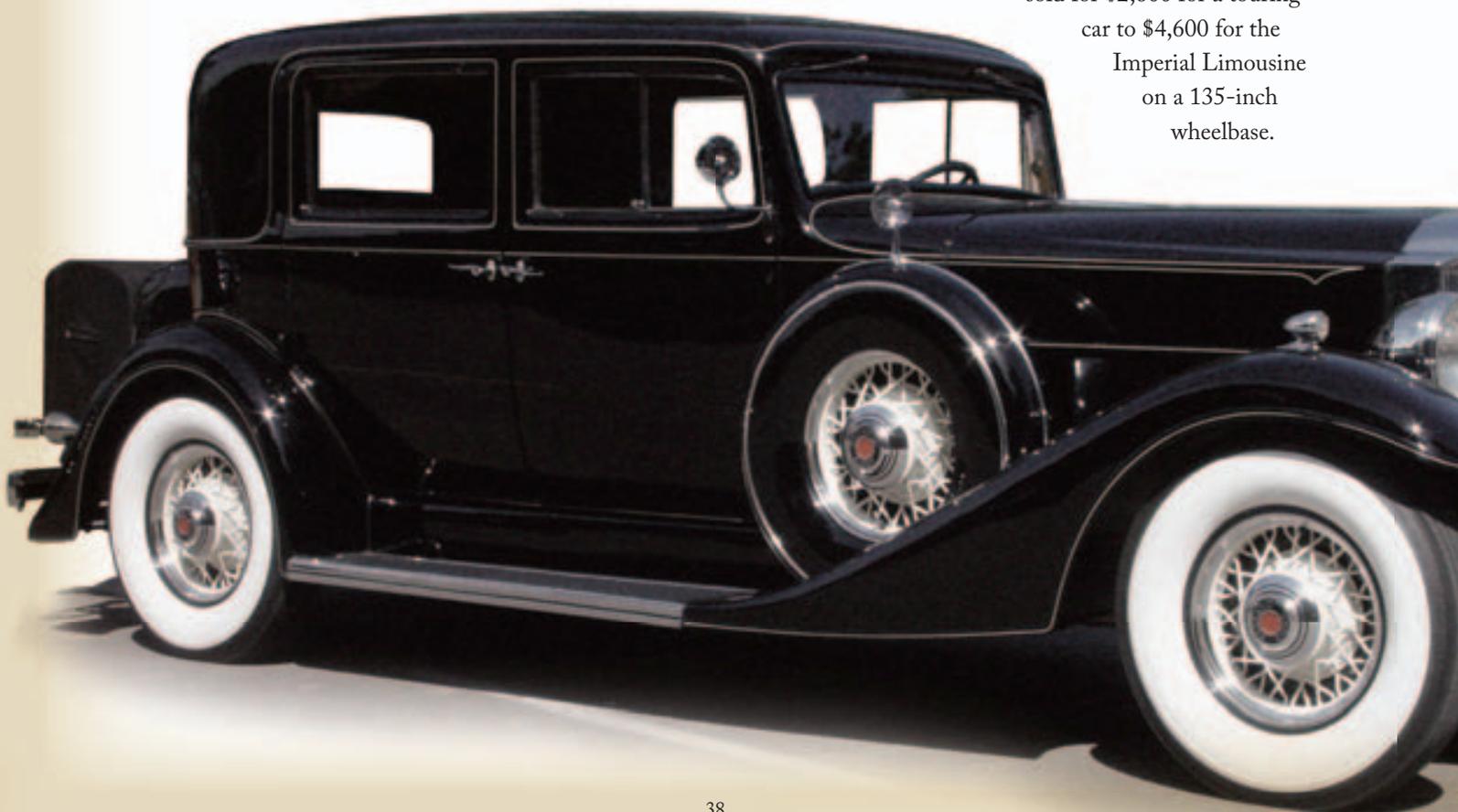
The Packard's saga begins with its creation in 1899 by James Ward Packard, whose firm manufactured electrical equipment in Warren, Ohio. Captivated by motor vehicles, Packard purchased one of the first made by the flamboyant Alexander Winton in Cleveland. After encountering many problems with his new car and receiving no help from Winton, Packard began to design a vehicle of his own. Within 14 months, with the help of two engineers lured away from Winton and his own brother, William Doud Packard, he had

produced a car he ran successfully on the streets of Warren. From that day in 1899 until 1958, the company produced 1,610,890 automobiles. Its best years of production were 1937 and 1948.

That first model sold easily at a pricey \$1,250 with its single-cylindered engine and Packard's own invention of an automatic spark advance. Wealthy Detroit manufacturer Henry B. Joy purchased one and liked it so well that he convinced his brother-in-law T.H. Newbury and seven other investors to join him in purchasing controlling interest in the Packard Motor Car Company. James Packard remained president until 1909 and board chairman until 1912, but he decided against going to Detroit when the plant moved there.

Always the innovator, Joy hired French designer Charles Schmidt to create a four-cylindered Model K in 1903. The Packard Plant in Detroit was the first designed for car production by the famous architect Louis Kahn. In 1915, Joy, along with general manager Alvin Macanley and engineer Jesse Vincent, developed the model that would put Packard in history books for all time: the sensational Twin-Six. Soon the

favorite of tycoons and royalty, the model sold for \$2,600 for a touring car to \$4,600 for the Imperial Limousine on a 135-inch wheelbase.



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

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

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

Then, with its handsome new styling for the Clipper model, the company once more became a strong competitor to Cadillac in 1941. After World War II, Packard resumed production with similar styling for both six- and eight-cylinder engines.

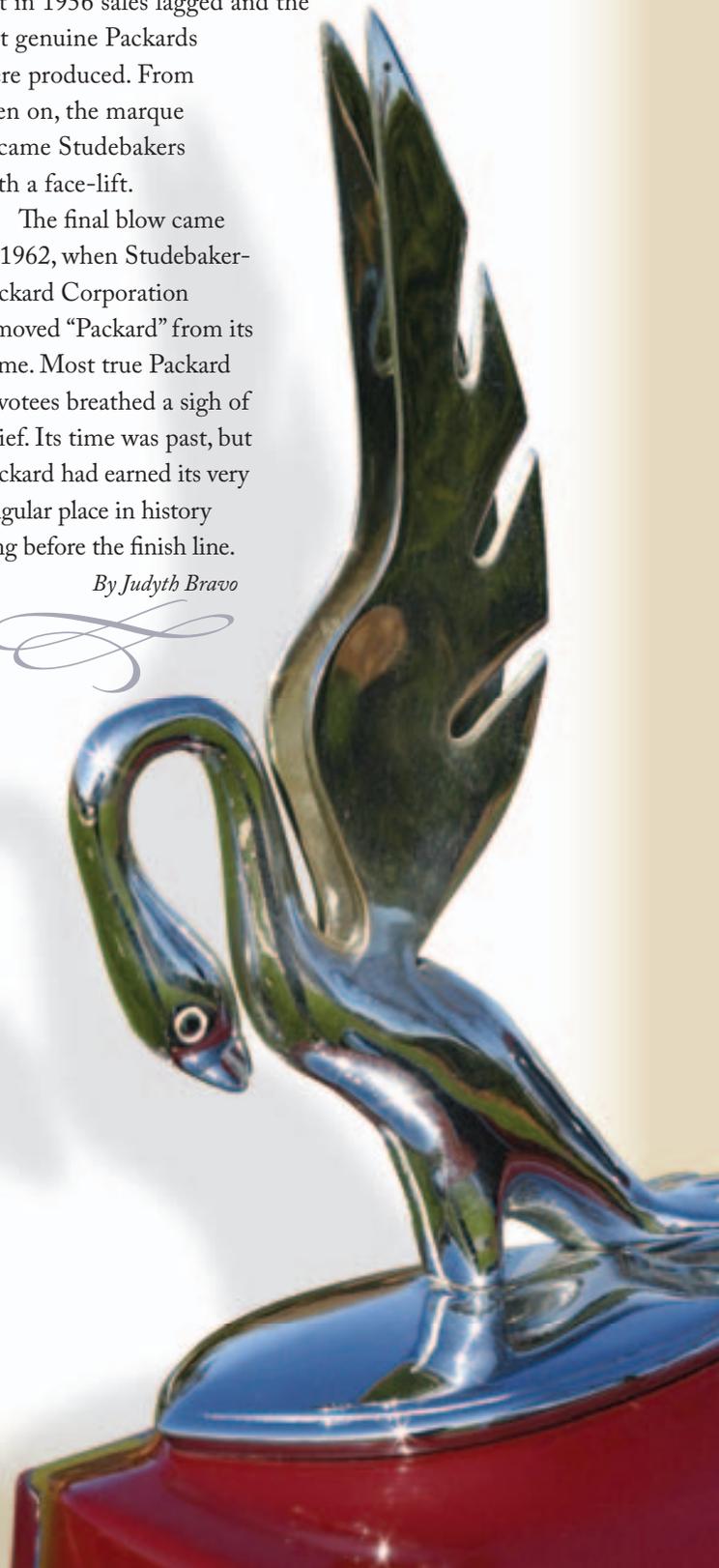
Response was great, but the company lacked the political connections of the larger firms to procure the sought-after steel to make its goal of 100,000 cars. Actual production was less than one third that number.

Down but not out, in 1948 Packard produced its own highly efficient transmission: the Ultramatic. Even with a new body style in 1951, Packard

trailed behind General Motors. Then, in 1954, Packard merged with Studebaker, and a Packard with a new look and a new V8 engine appeared in 1955. It proved to be a good year, but in 1956 sales lagged and the last genuine Packards were produced. From then on, the marque became Studebakers with a face-lift.

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

By Judyth Bravo



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FAST FACTS...

Red 1968 Ford Mustang

*Bill Vlcek
Orangevale, California*



Bill Vlcek, proud owner of the only 1968 Ford Mustang GT manufactured with both the rare Tri-Power option and a coveted red exterior with black striping and black interior, knows better than to try to improve this beauty. On display at the Concours today, this rarity is in its original state with no restoration. After 13 first-place wins to the car's credit, possibly he has changed his attitude about "unlucky" numbers.

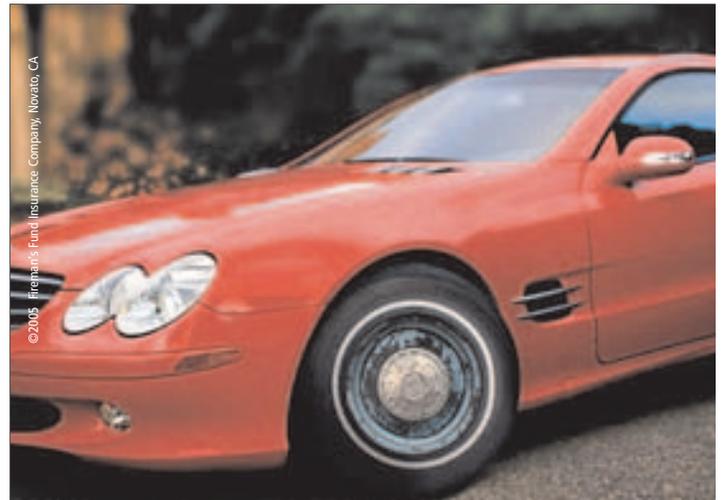
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Exotic Car

SO YOU DON'T WANT TO SPEND BIG BUCKS ON AN EXOTIC CAR?

Jason Lambert was itching to get behind the wheel of a 360 Modena Ferrari. But he didn't want to shell out almost \$200,000 to purchase one of the pricey cars.

So the 31-year-old Roseville businessman did the next best thing: He rented one. For the weekend.

On a recent Friday morning, the car was dropped off at Lambert's home, freshly washed, gassed up and ready to go. Lambert used the car to take a client out to lunch, then drove it to see another client. The next day, he used the sleek black sports car to run errands and take his wife to dinner. "Nothing special," he says. "I just had fun with it."

Renting an exotic car—for a day, a weekend, a week or even longer—is the latest way to scratch your car itch. Auto enthusiasts who yearn for a thrilling drive without the heart-stopping price tag increasingly are turning to rental companies that specialize in exotic, classic, luxury and other high-end cars.

Companies like Motorcars for Stars, a Sacramento firm that owns a small but growing fleet of exotic autos for rent.

Until recently the company offered exotic cars only to corporate clients on long-term leases. But this past summer, it expanded to offer short-term rentals for individuals like Lambert.

"It's a great opportunity for somebody who's never had the chance to drive a car like the 360 Modena," says Kevin Freels, one of Motorcars' owners.

The company's fleet includes a Porsche 993 Coupe, a Porsche Carrera convertible, a Hummer H2 and the Ferrari that Lambert rented. Prices range from \$275 a day for the Porsches to \$1,595 a day for the Ferrari.

Who rents exotic cars?

"Our clientele are people who want something out of the ordinary," Freels explains. "Executives, out-of-towners, people who are celebrating a special event like a wedding or a birthday." Recently, he rented a Porsche to a man who used it to pick up his son, a military veteran returning from Iraq, at the airport.

Steve Poucher, a development company executive who lives in Roseville, rented Motorcars' Porsche Carrera for a week when his regular car, an Audi A8, was in the garage for some bodywork.

"I didn't want to drive a regular rental car," he explains.

The Ferrari-renting Lambert was a repeat customer: A few weeks earlier, he had rented the Porsche Coupe—just for fun. "I kept it for a few days," he recalls. "I had a perma-grin on my face the whole time."

Renting an exotic auto isn't for everyone. Says David Sajasi, manager of Beverly Hills Rent-A-Car, "If you just



Renting



NO PROBLEM—NOWADAYS, YOU CAN RENT ONE.

want to go from Point A to Point B, then go to Hertz and rent a comfortable town car.” Renting an exotic, he says, is for people who want entertainment and excitement along with their transportation.

Based in Southern California, Beverly Hills Rent-A-Car rents exotic cars to people all over the state, including Sacramento. (They deliver.) The company has more than 1,200 cars for rent, divided into categories such as Exotics, Sports, Classics, Prestige and Bling Bling. (Cars from this last category are tricked out with 22-inch rims, TVs with headrest-mounted LCD screens, upgraded sound systems and PlayStations.) You’ll find everything from a Maserati Quattroporte (a bargain at \$650 a day) to a Rolls-Royce Phantom (\$3,000 a day, the company’s most expensive offering).

Sajasi is amazed at how much money people are willing to spend on a fun ride. “Right now, the Phantom is out for two and a half months,” he says. “That’s a lot of money.”

Not all his customers are high rollers. Once, he rented a Ferrari convertible to two young women in their 20s who had worked for two years to save enough money for the rental. They took the Ferrari on a wild three-week, cross-country trip to New York and back. “They really had a lot of fun,” says Sajasi. “They spent \$30,000—but they said it was worth it.” (According to Sajasi, they brought back an album of *Girls Gone Wild*-style photos of themselves taking their tops off in the Ferrari.)

If you’re looking to rent for longer than a few weeks, you can do a long-term lease. Putnam Leasing, based in Greenwich, Conn., offers leases on new exotic cars through dealerships and classic cars sold privately or at auction. The lease-to-own plans range from two to five years and offer significant tax advantages.

“We allow people to buy more car for less money,” Steven Posner, president of Putnam Leasing, told *Forbes* magazine earlier this year.

And that, at its heart, is the appeal of exotic rental and lease programs: getting more car for your money.

After driving the 360 Modena around Roseville for a weekend, Lambert realized that a Ferrari probably wasn’t in his future—not to own, anyway.

“I wish I could buy one,” he says. “But I think I’ll just rent it again.”

By Marybeth Bizjak



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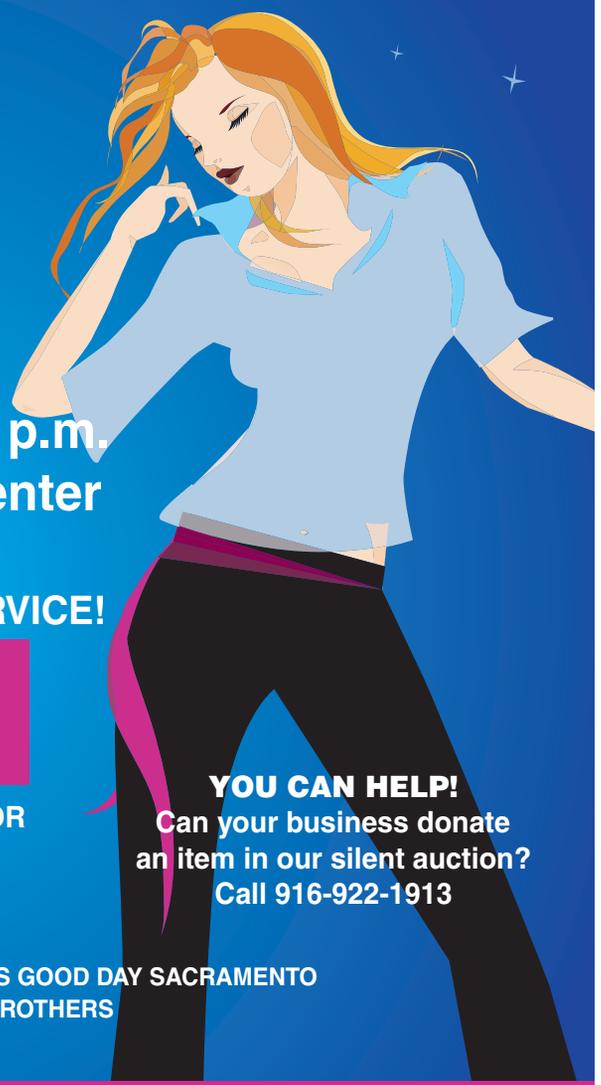
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Dave Bender

We are pleased to have Dave Bender as our master of ceremonies for the second annual Niello Concours at Serrano. Dave Bender is the weather anchor for KOVR 13's 5, 6 and 10 o'clock newscasts Monday through Friday.

His love for cars goes back to when he was a kid and would watch the Indy 500 on TV with his dad. He collected every Hot Wheel he could find and has driven some of those toys thousands of miles. Now that he is all grown up (sort of), instead of watching racing on TV with his father he goes to the track with him.

Dave loves convertibles the best for everyday driving. In fact, he has two: a 2000 Mustang GT and a Porsche Boxster—red, of course.

He also loves Ferraris. When he is at a car show, usually doing the weather, it's hard to keep him away from those Italian beauties. So if you see him hovering too long near a car, just call security—Dave's used to it by now!



Patricia Seide

Pat Seide is a top producer with a consistent record of results. She has been the number one Coldwell Banker sales agent for the Capital Region since 1998 and is an inaugural member of the International President's Premier designation. Listed in the top 1% of Coldwell Banker agents nationwide, Pat has a passion for her work and a desire to provide outstanding service to her clients. Pat has been a licensed Realtor for 20 years and associated with Coldwell Banker for her entire career. She resides in Serrano with her husband, Otto, and is proud to serve her community as an active member of the El Dorado Hills Rotary Club. When thinking of buying or selling in Sacramento, El Dorado or Placer Counties, think of Pat Seide. Pat is a designated Previews Property Specialist and Senior Residential Specialist.



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patricia.seide@cbtnorcal.com ■ www.pat-seide.com

Fashion Show

Today at noon, Niello Concours at Serrano will present a high-energy fashion show featuring fast cars and fabulous clothing. The show is sponsored by Elliott-Schmitt Wealth Management Group of Wachovia Securities and presented in honor of The Bronte Epilepsy Research Foundation. Patrick James, Purveyor to Gentlemen, at Pavilions will feature fashions for the man with discriminating taste. Their updated traditional sportswear can take you from the boardroom to a day of golf at the country club to dinner. For the ladies, LuLu Boutique at La Borgata in El Dorado Hills and in Roseville will show off its sexy, contemporary, fun fashions. Exciting, one-of-a-kind Italian fashions and footwear from Franco Ferrini Apparel and Shoes will also be highlighted. Franco Ferrini is located at La Borgata and Lyon Village in Sacramento.



Franco Ferrini



ELLIOTT-SCHMITT
WEALTH MANAGEMENT GROUP
of Wachovia Securities



Bronte Epilepsy Research Foundation

Mary Lou Sordi's enthusiasm and "can-do" spirit are irresistible. She puts that natural energy into raising money for epilepsy research at UC Davis Medical Center and School of Medicine — a subject to which she is deeply connected. Mary Lou and her husband, Chris, have a 10-year-old granddaughter, Bronte, who has epilepsy.

Diagnosed with Lennox-Gastaut syndrome, a very rare and severe form of epilepsy, Bronte is susceptible to seizures every couple minutes without medication. While no cure exists for Lennox-Gastaut syndrome, medications can help but their toxicity may lead to more brain damage. While Mary Lou and Chris are delighted with Bronte's progress under the guidance of UC Davis physicians, they want more for her. They want to conquer epilepsy. The key is research — the kind being conducted by UC Davis and the kind that takes enormous funding.

Mary Lou is thrilled with the department's achievements and grateful to the people at UC Davis for taking such good care of Bronte. "Our purpose is to raise money for better treatment and an eventual cure for epilepsy," says Mary Lou. "My husband and I want to provide hope for our granddaughter and others like her."





WHAT AN HONOR!

The entire **Guzzetta family** would like to thank the readers of *Sacramento* magazine for voting us the best place to buy jewelry for the **6th consecutive year**. Our goal is to continue to bring our customers the **finest custom designer jewelry** anywhere. I personally invite you to come in and experience our **warm and friendly atmosphere**. We look forward to seeing you soon. — *Nick Guzzetta, President and CEO*



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Jaguar

CLASS A ~ CLASSICS THROUGH 1950

19 Jaguar ~ 1948 ~ Mark IV Cabriolet
Jeff Sherron Egner, Grass Valley, California

CLASS B - XK 120, 140 & 150

SPONSORED BY BRITISH CAR SERVICE

6 Jaguar ~ 1956 ~ XK 140 MC
Doris Cretan, Sunol, California

17 Jaguar ~ 1957 ~ XK 140 MC
Jacob Diane Mater, Folsom, California

52 Jaguar ~ 1959 ~ XK 150 S OTS
Howard Clarke, Springville, California

75 Jaguar ~ 1956 ~ XK 140 SE OTS
Larry Solomon, Woodside

98 Jaguar ~ 1954 ~ XK 120 DHC
Jan Williams, Madera, California

106 Jaguar ~ 1954 ~ XK 120 SE OTS
Betsy Williams, Shingle Springs, California

108 Jaguar ~ 1952 ~ XK 120 SE OTS
Bruce Dunow, Penryn, California

159 Jaguar ~ 1954 ~ XK 120 "M" OTS
Richard Jenkins, San Francisco, California

177 Jaguar ~ 1956 ~ XK140 Roadster
Jim Perell, Loomis, California

CLASS C ~ ALL E TYPES

SPONSORED BY SPORTS CAR MARKET LETTER

76 Jaguar ~ 1969 ~ XKE OTS
Jeff Chew, San Mateo, California

100 Jaguar ~ 1969 ~ XKE OTS
David Shields, El Dorado Hills, California

107 Jaguar ~ 1971 ~ E Type FHC
Betsy Williams, Shingle Springs, California

139 Jaguar ~ 1966 ~ E Type Roadster
Mike Tomlinson, Yuba City, California

157 Jaguar ~ 1973 ~ XKE SIII 2+2
Dick France, Los Gatos, California

162 Jaguar ~ 1964 ~ XKE OTS
Ray Livingston, Bonny Doon, California

181 Jaguar ~ 1963 ~ XKE
Chuck & Edna Plato, Roseville, California

CLASS F ~ XJS 1976 THROUGH 1996 OPEN & CLOSED

SPONSORED BY GOTTSCHALK CONSTRUCTION

53 Jaguar ~ 1990 ~ XJ-S Convertible
Sandy & Chuck Imperatori, Fairfield, California

88 Jaguar ~ 1997 ~ XK 8
Alan Hinerfeld, Sacramento, California

93 Jaguar ~ 1996 ~ XJS
Bruce Wagner, Corral de Tierra, California

97 Jaguar ~ 2001 ~ XKR
Wayne & Pamela Barni, Redding, California

180 Jaguar ~ 1996 ~ X300
Peter Grassi, Sacramento, California

Packard

Class

CLASS G ~ PRE-WAR OPEN

SPONSORED BY ED GOFF TRANSPORT

69 Packard ~ 1940 ~ William Brooks, Santa Cruz, California

78 Packard ~ 1940 ~ 160 Convertible Coupe
Danno Raffetto, Placerville, California

104 Packard ~ 1942 ~ 160 Convertible Coupe
Betsy Williams, Shingle Springs, California

150 Packard ~ 1935 ~ V-12
Robert Piccinini, Modesto, California

CLASS G-1 ~ PRE-WAR CLOSED

SPONSORED BY HOLIDAY INN - EXPRESS EL DORADO HILLS

44 Packard ~ 1937 ~ 115 C
Jim & Sondra Wesner, Chico, California

72 Packard ~ 1939 ~ Model 1708
Lee Hill, Orangevale, California

105 Packard ~ 1937 ~ 120 Sport Coupe
Betsy Williams, Shingle Springs, California

129 Packard ~ 1937 ~ 120
Dan Kelly, Fair Oaks, California

151 Packard ~ 1937 ~ V-12 Imo
Robert Piccinini, Modesto, California

160 Packard ~ 1937 ~ 120 4 Door Sedan
Bill Henretty, Benicia, California

161 Packard ~ 1928 ~ 526 Sedan
William & Janet Vassar, El Dorado Hills, California

176a Packard ~ 1930 ~ 726
Al Alves, , California

178 Packard ~ 1933 ~ 11002 Club Sedan
Paul Willams, Sonoma, California

CLASS G-2 ~ POST-WAR OPEN

SPONSORED BY BRIAN D. MOORE RESTORATIONS

9 Packard ~ 1949 ~ Convertible
Bill Norton, American Canyon, California

45 Packard ~ 1954 ~ Convertible
Dick Gould, West Sacramento, California

46 Packard ~ 1955 ~ Caribbean Convertible
M.J. Stumpf, Fair Oaks, California

47 Packard ~ 1953 ~ 2dr. 300 Convertible
Louis & Sherry Hoffman, Placerville, California

86 Packard ~ 1953 ~ 300 Convertible
Jon Fuiks, Sacramento, California

168 Packard ~ 1951 ~ 200 DeLuxe
Harry Champas, Sacramento, California

CLASS G-3 ~ POST-WAR CLOSED

SPONSORED BY ALBANO ~ DALE & DUNN INSURANCE

50 Packard ~ 1955 ~ The Four Hundred
Fred Hill, Lafayette, California

84 Packard ~ 1949 ~ Series 23 Club Sedan
Ron & Mary Carpenter, Alamo, California

114 Packard ~ 1951 ~ Model 300
David Grundman, Rohnert Park, California

and Exhibitor List

Ferrari & Exotics

CLASS H ~ FERRARI THROUGH 1975

SPONSORED BY PREMIER CONCOURS PROMOTIONS

- 33 Ferrari ~ 1964 ~ 250 GTL Lusso
Steve Barbara Fernald, Auburn, California
- 68 Ferrari ~ 1960 ~ 250 GT PF Cabriolet
Joseph Storm, Alamo, California
- 87 Ferrari ~ 1975 ~ Dino 308 GT4
Anne Steele, San Bruno, California
- 119 Ferrari ~ 1965 ~ 275 GTS
Joe Hensler, Gold River, California
- 169 Ferrari ~ 1972 ~ Dino 246 GTS
Greg Houck, Rancho Cordova, California

CLASS I ~ FERRARI 1976-1989

SPONSORED BY STEWART'S AUTOMOTIVE

- 61 Ferrari ~ 1986 ~ 328 GTS
Robert Ochi, Granite Bay, California
- 99 Ferrari ~ 1984 ~ 308 QV GTS
Bruce Corum, Sacramento, California
- 102 Ferrari ~ 1982 ~ Mondial
Sam Holsinger, Carmichael, California
- 122a Ferrari ~ 1988 ~ Testa Rossa
Mark Barudoni, Folsom, California
- 134 Ferrari ~ 1986 ~ 328 GTS
Bernd Wild, Citrus Heights, California
- 141 Ferrari ~ 1976 ~ 308 GTB
Tim Kwan, Granite Bay, California
- 142 Ferrari ~ 1987 ~ Mondial Cabriolet
Al Dalupan, Folsom, California
- 152 Ferrari ~ 1987 ~ 412
Salerno Motorsports, Rocklin, California
- 153 Ferrari ~ 1984 ~ 288 GTO
Salerno Motorsports, Rocklin, California
- 167 Ferrari ~ 1985 ~ 308 GTSi QV
Mark Rademacher, Cameron Park, California
- 171 Ferrari ~ 1988 ~ Testa Rossa
Salerno Motorsports, Rocklin, California
- 172 Ferrari ~ 2003 ~ 360 Modena
Salerno Motorsports, Rocklin, California
- 173 Ferrari ~ 1988 ~ Testa Rossa
Salerno Motorsports, Rocklin, California

CLASS J ~ FERRARI 1973 & NEWER

SPONSORED BY SALERNO MOTORSPORTS

- 18 Ferrari ~ 2000 ~ 550 Maranello
Joseph Kissela, El Dorado Hills, California
- 30 Ferrari ~ 2000 ~ 360 Modena
Joe Riera, El Dorado Hills, California

- 31 Ferrari ~ 1999 ~ 355 Spyder
Joe Riera, El Dorado Hills, California
- 34 Ferrari ~ 2002 ~ 360 Modena
Michael Powell, Camino, California
- 138 Ferrari ~ 1995 ~ 348 GTS
John McNamee, Rancho Murietta, California
- 147 Ferrari ~ 2001 ~ 360 Modena Spy
Glen Cramer, Sloughhouse, California
- 154 Ferrari ~ 1996 ~ 355 Spyder
Salerno Motorsports, Rocklin, California
- 155 Ferrari ~ 2002 ~ 575 Maranello
Salerno Motorsports, Rocklin, California
- 182 Ferrari ~ 2002 ~ 360 Modena
Rick Betchley, El Dorado Hills, California
- 187 Ferrari ~ 1998 ~ 360 Modena
Douglas Axt, Sacramento, California

CLASS L ~ EXOTICS

SPONSORED BY SIGRIST HOMES

- 3 Maserati ~ 1973 ~ Bora
Wilson Werhan, Walnut Grove, California
- 14 Lamborghini ~ 1988 ~ Jalpa
Bill Overhauser, Rancho Murrieta, California
- 16 Delorean ~ 1981 ~ DMC-12
Stephen Ivie, El Dorado Hills, California
- 40 De Tomaso ~ 1974 ~ Pantera
Jeff Budelli, Folsom, California
- 59 Delorean ~ 1982 ~ DMC-12
Ken Montgomery, Carmichael, California
- 71 Porsche ~ 1982 ~ 928 Weissach
John Giordanengo, Chico, California
- 95 Porsche ~ 1973 ~ 911 RSC
Mark Setzer, Sacramento, California
- 135 Maserati ~ 2003 ~ Spyder
Dan Henderson, Roseville, California
- 136 Birkin ~ 2004
Stewart Rosen, Sacramento, California
- 140 Porsche ~ 2006 ~ Carrera S Cabriolet
Jim Parker, Sacramento, California
- 143 Maserati ~ 2005 ~ Quattroporte
Frank Sigrist, Rocklin, California
- 148 Detomaso ~ 1973 ~ Pantera
Glen Cramer, Sloughhouse, California
- 149 Detomaso ~ 1968 ~ Mangusta
Glen Cramer, Sloughhouse, California
- 166 Lamborghini ~ 1999 ~ Diablo Roadster
Mick Galvin, Granite Bay, California
- 174 Aston Martin ~ 2002 ~ DB9
Salerno Motorsports, Rocklin, California
- 175 DeTomaso ~ 1973 ~ Pantera
Glen Cramer, Sloughhouse, California
- 183 Ford ~ 2005 ~ GT
Ernie Boetius, El Dorado Hills, California



CLASS M ~ ANTIQUES TO 1919

SPONSORED BY ANNINO'S UPHOLSTERY

- 35 Ford ~ 1912 ~ T Touring
Dave Stoner, Sunnyvale, California
- 117 Ford ~ 1914 ~ T
Joe Annino, Gold River, California
- 118 Tourist ~ 1907 ~ Model N
Jeff Malka, Gold River, California
- 144 Marion ~ 1911 ~ Model 40
Jon King, Sacramento, California
- 145 Overland ~ 1915 ~ Speedster
Patrick Hopkins, Orangevale, California
- 158 Dodge ~ 1918 ~ Touring
Richard Lawrence, Orangevale, California
- 170 Maxwell ~ 1916 ~ Touring Sedan
Ernie Farrington, Lincoln, California

CLASS N ~ VINTAGE OPEN THROUGH 1948

SPONSORED BY BUSHNELL GARDENS

- 37 Pierce Arrow ~ 1930 ~ 80 Runabout
Luther Gentry, Belmont, California
- 38 Chrysler ~ 1947 ~ T & C Convertible Woody
Tom Mendenhall, Carmichael, California
- 42 Lincoln ~ 1948 ~ Continental Convertible
Bruce Stewart, El Dorado Hills, California
- 64 Cadillac ~ 1941 ~ 2 Door Convertible
Nancy & Marshall Kraus, Sacramento, California
- 73 Cadillac ~ 1939 ~ 6129 Convertible Sedan
Tom MacMillan, Sacramento, California
- 74 American Austin ~ 1931 ~ 142 Roadster
Lynn & Jan James, Tracy, California

CLASS O ~ VINTAGE CLOSED THROUGH 1948

SPONSORED BY GOLD RIVER RV RENTAL

- 20 Pierce Arrow ~ 1932 ~ Club Brougham
Emil Schneider, Sacramento, California
- 49 Chevrolet ~ 1931 ~ 4 Door Sedan Independence
Carlos Taylor, Coalinga, California
- 58 Ford ~ 1938 ~ DeLuxe 4 Door
Dan O'Keefe, Roseville, California
- 83 Buick ~ 1936 ~ Model 46
Dave Pickens, Elk Grove, California
- 186 La Salle ~ 1934 Marshall Kraus, Sacramento, California

CLASS P ~ AMERICAN OPEN 1949 THROUGH 1960

SPONSORED BY 94.7 KSSJ

- 26 Kaiser ~ 1954 ~ Darrin
John Nirenstein, Tiburon, California
- 55 Ford ~ 1955 ~ Thunderbird
Richard Flaig, Granite Bay, California
- 57 Lincoln ~ 1956 ~ Premiere Convertible
Brent Walker, San Francisco, California
- 65 Chevrolet ~ 1957 ~ Bel Air
John & Pat Grigsby, El Dorado Hills, California
- 66 Lincoln ~ 1956 ~ Premiere Convertible
Robert Stroh, El Dorado Hills, California

- 120 Chrysler ~ 1959 ~ 300e Convertible
Joe Hensler, Gold River, California
- 121 Buick ~ 1954 ~ Skylark Convertible
Rick Niello, Gold River, California

CLASS Q ~ AMERICAN OPEN 1949 THROUGH 1972

- 51 Ford ~ 1966 ~ Thunderbird
Harold Hughes, Camino, California
- 70 Chevrolet ~ 1962 ~ Chevy SS Convertible
Ed Brewer, Elk Grove, California
- 77 Ford ~ 1965 ~ Thunderbird
Tom LaBrie, Sacramento, California
- 89 Ford ~ 1965 ~ Thunderbird
Andrew Weast, Roseville, California
- 112 Cadillac ~ 1970 ~ DeVille Convertible
Gerald Book, Elk Grove, California
- 94 Lincoln ~ 1963 ~ Continental Convertible
William & Ina McCoy, Fair Oaks, California

CLASS R ~ AMERICAN CLOSED 1949 THROUGH 1960

- 7 Chrysler ~ 1957 ~ Imperial
William O'Brien, San Mateo, California
- 12 Kaiser ~ 1953 ~ Dragon
Larry Rodkey, Elk Grove, California
- 48 Chevrolet ~ 1957 ~ Bel Air
Patrick Rodgers, Rescue, California
- 54 Ford ~ 1960 ~ Thunderbird
Gene Stair, Lodi, California
- 62 Cadillac ~ 1949 ~ 62 Series Coupe
Ed Brewer, Elk Grove, California
- 67 Cadillac ~ 1954 ~ Coupe de Ville
Jim Hearn, Sacramento, California

CLASS S ~ AMERICAN CLOSED 1961 THROUGH 1972

- 5 Pontiac ~ 1966 ~ GTO
Rick Jeffery, Diablo, California
- 10 Chrysler ~ 1962 ~ 300H
Doug Warrenner, Fair Oaks, California
- 11 Oldsmobile ~ 1966 ~ Toronado
Gary Hinman, San Jose, California
- 36 Ford ~ 1970 ~ Mustang Boss 302
Scott Brideau, Rocklin, California
- 63 Plymouth ~ 1965 ~ Barracuda
Michael Hess, Carmichael, California
- 92 Plymouth ~ 1968 ~ Road Runner
Pete Bernardoni, El Dorado Hills, California

CLASS T ~ AMERICAN SPORTS CARS 1953 THROUGH 1962

SPONSORED BY FOLSOM CHEVROLET

- 21 Chevrolet ~ 1959 ~ Corvette Roadster
John Clemens, El Dorado Hills, California
- 27 Ford ~ 1957 ~ Thunderbird
Lawrence Roth, El Dorado Hills, California
- 96 Ford ~ 1955 ~ Thunderbird
Pat & Judy O'Neal, Elk Grove, California
- 101 Ford ~ 1955 ~ Thunderbird
Peter Steinert, Sacramento, California
- 179 Ford ~ 1957 ~ Thunderbird
Dick Bottom, Reno, Nevada

CLASS T-1 ~ AMERICAN SPORTS CARS 1963 THROUGH 1972

SPONSORED BY POLYPROS

- 4a..... Chevrolet ~ 1966 ~ Corvette
Nyle Baker, El Dorado Hills, California
- 43a..... Chevrolet ~ 1967 ~ Corvette Roadster
Ester Armstrong, Rocklin, California
- 82 Chevrolet ~ 1964 ~ Corvette Roadster
Leo & Leah Michaud, Rocklin, California
- 115 Chevrolet ~ 1969 ~ Corvette
William & Cheryl Leddington, Citrus Heights, California
- 137 Ford ~ 1967 ~ Mustang GT 350
Don Myers, Elk Grove, California

CLASS U ~ FOREIGN SPORTS CARS THROUGH 1956

SPONSORED BY JEFF KENYON INSURANCE

- 24 Mercedes ~ 1955 ~ Gullwing
Russell Johanson, Sacramento, California
- 39 MG ~ 1947 ~ TC
Douglas Spindler, Shingle Springs, California
- 81 MG ~ 1948 ~ TC
Teresa & Dan Stewart, Cotati, California
- 116 Mercedes ~ 1955 ~ Gullwing
Tom Thornhill, San Rafael, California
- 124 Porsche ~ 1955 ~ 356 Speedster
Rick Niello, Gold River, California

CLASS V ~ FOREIGN SPORTS CARS 1957-1972 UNDER \$5 ~ 000

SPONSORED BY TRI-COMMERCIAL

- 1 Lotus ~ 1963 ~ Elite Super 95
Frans Nelson, Reno, Nevada
- 2 Sunbeam Herrinton Alpine ~ 1961 ~ Harrington Alpine
Bill Atalla, St Helena, California
- 23 Porsche ~ 1965 ~ 356 SC
Jerry Kiliany, Granite Bay, California
- 25 MG ~ 1952 ~ TD
Frank Hilscher, Folsom, California
- 29 Triumph ~ 1970 ~ TR 6
Anna Belle Pugh, Wallace, California
- 32 Triumph ~ 1960 ~ Tr3a
Gil Sissons, Ukiah, California
- 41 Triumph ~ 1955 ~ Tr2
Dale Morrison, Ukiah, California
- 60 Austin Healey ~ 1967 ~ 3000 MKIII
Larran Walls, Antelope, California
- 80 Austin Healey ~ 1967 ~ 3000 MK III
George Foster, Placerville, California
- 103 MG ~ 1958 ~ A Coupe
Kevin Bailey, Orangevale, California
- 109 Porsche ~ 1958 ~ Speedster
Barney Gardner, El Dorado Hills, California
- 123 Porsche ~ 1959 ~ 356 Roadster
Rick Niello, Gold River, California
- 146 Porsche ~ 1964 ~ 356 Coupe
Scott Setzer, Sacramento, California
- 163 Austin Healey ~ 1965 ~ 3000 MKIII
John Fox, Napa, California
- 164 Triumph ~ 1971 ~ TR6
Kevin Zavoda, El Dorado Hills, California

CLASS WX ~ FOREIGN CARS THROUGH 1956- 1972 OVER \$5 ~ 000

- 15 MG ~ 1955 ~ ZA Magnette
Jim Dunleavy, Placerville, California
- 111 Lotus ~ 1970 ~ Europa
Jerry Karr, Sommerset, California
- 126 Rolls Royce ~ 1955 ~ Silver Dawn
Robert Amaratto, Sacramento, California

CLASS Y ~ FOREIGN PASSENGER CARS 1957-1972 UNDER \$6 ~ 000

- 22 Fiat ~ 1972 ~ 500 L
Richard Cowan, Gold River, California
- 79 Volkswagen ~ 1962 ~ Bug Convertible
Tony & Pat Olmo, Monterey, California
- 110 Fiat ~ 1964 ~ 500 D
Eric Chevreurl, Folsom, California

CLASS Z ~ FOREIGN PASSENGER CARS 1957-1972 OVER \$6 ~ 000

SPONSORED BY WESTERN CONTRACT

- 13 Mercedes ~ 1958 ~ 220S Cabriolet
Matthew Bishop, Napa, California
- 85 Bentley ~ 1960 ~ Continental 4 Door Sedan
Don Turner, Sacramento, California
- 127 Rolls Royce ~ 1961 ~ Cloud
Robert Amaratto, Sacramento, California
- 128 Rolls Royce ~ 1962 ~ Cloud
Dan Kelly, Fair Oaks, California
- 184 Mercedes ~ 1970 ~ 280 SL
Ron Pizer, Sparks, Nevada

CLASS DC ~ DRIVEN CARS UP TO 1972

- 8 Jaguar ~ 1972 ~ E Type Roadster
Ed Byer, Granite Bay, California
- 28 Chevrolet ~ 1963 ~ Corvette Roadster
Paul Imrisek, Sacramento, California
- 56 Ford ~ 1966 ~ Mustang
Bruce Young, Fremont, California
- 90 Porsche ~ 1963 ~ 356
Chris Luke, Folsom, California
- 91 Volkswagen ~ 1966 ~ Deluxe 21 Window
Chris Luke, Folsom, California
- 113 Jaguar ~ 1957 ~ XK 140 MC
Jay Adams, Walnut Creek, California
- 125a.... Buick ~ 1948 ~ Woody wagon
Ray Tomasello, El Dorado Hills, California
- 156 Ford ~ 1968 ~ Mustang GT 390
Bill Vicek, Orangevale, California
- 165 Porsche ~ 1963 ~ 356B S Sunroof Coupe
Joel Jensen, Fairfield, California

CLASS VRC ~ VINTAGE RACING CARS

SPONSORED BY MILENKO DESIGN

- 130 Lotus ~ 1962 ~ S-7
Dain Domich, Sacramento, California
- 131 Shelby ~ 1967 ~ Cobra
Marshall Crossan, Folsom, California
- 132 Shelby ~ 1965 ~ Mustang GT 350
Marshall Crossan, Folsom, California
- 133 Shelby ~ 1965 ~ Mustang GT 350
Jim Peterson, Gold River, California
- 185 Porsche ~ 1957 ~ 356
Ted Blake, Sacramento, California



Class awards 2004

PRESENTED BY



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CLASS B ~ ROLLS ROYCE & BENTLEY, PRE WAR



1st 1934 ROLLS ROYCE
Helen Heath, San Leandro

CLASS K ~ FERRARI 1973 TO PRESENT



1st 1985 FERRARI 308 GTS
Mark Rademacher, Cameron Park

2nd 1974 FERRARI 246 GTS
John Giordanengo, Chico

3rd 2002 Ferrari 360 F1
Michael Powell, Camino

CLASS C ~ ROLLS ROYCE & BENTLEY POST WAR THRU 1964



1st 1961 ROLLS ROYCE SILVER CLOUD
Robert Ammirato, Sacramento

2nd 1962 ROLLS ROYCE SILVER CLOUD
Dan Kelly, Sacramento

CLASS L ~ EXOTICS



1st 1974 DETOMASO PANTERA
Jeff Budelli, Folsom

2nd 1988 LAMBORGHINI JALPA
Bill & Beverly Overhauser
Rancho Murietta

3rd 1971 DETOMASO PANTERA
Joe Lobue, Carmichael

CLASS D ~ ROLLS ROYCE & BENTLEY 1965 TO PRESENT



1st 1987 ROLLS ROYCE CORNICHE
Kenneth & Glenda Roberts
Carmichael

CLASS M ~ ANTIQUES TO 1919



1st 1918 DODGE TOURING
Dick Lawrence
Orangevale

CLASS E ~ T - BIRDS 1955 TO 1957



1st 1957 FORD T BIRD
Lawrence Roth, EL Dorado Hills

2nd 1955 FORD T BIRD
Richard Flaig, Granite Bay

3rd 1956 FORD T BIRD
Jacque Flaig, Granite Bay

CLASS N ~ VINTAGE OPEN THRU 1948



1st 1930 CADILLAC FLEETWOOD 2 DR.
Paul Petrovich, Fair Oaks

2nd 1941 CADILLAC 62 CONVERTIBLE
Marshall & Nancy Kraus, Sac.

3rd 1940 MERCURY CONVERTIBLE
Gary Wright, Placerville

CLASS F ~ T - BIRDS 1958 TO 1968



1st 1959 FORD T BIRD
Ruben Lusvardi, Shingle Springs

2nd 1963 FORD T/BIRD
Harold Hughes, Camino

CLASS O ~ VINTAGE CLOSED THRU 1948



1st 1940 LASALLE 2 DR COUPE
Marshall & Nancy Kraus, Sac.

2nd 1941 CADILLAC 61 WOODY WGN/
CANTRELL WAGON
John White, Sacramento

3rd 1937 CORD BEVERLY
Allan McCrary, Vacaville

CLASS I ~ FERRARI 1960 TO 1972



1st 1964 FERRARI 250 GT L
Steve & Barbara Fernald, Auburn

2nd 1972 FERRARI 365 GTC 4
Frank Lograsso, Granite Bay

CLASS P ~ AMERICAN OPEN 1949 THRU 1960



1st 1953 PACKARD 300 CONVERTIBLE
Lou & Sherry Hoffman, Placerville

2nd 1953 PACKARD 300 CONVERTIBLE
Jay Fuiks, Sacramento

3rd 1956 LINCOLN PREMIER
Robert Stroh, El Dorado Hills

CLASS Q ~ AMERICAN OPEN 1961 THRU 1977



1st 1963 LINCOLN 4 DR CONVERTIBLE
William McCoy, Fair Oaks

2nd 1964 DODGE DART CONVERTIBLE
Elaine Fales, Rancho Cordova

CLASS V1 ~ EARLY PORSCHE



1st 1964 PORSCHE 356
Ted Blake & Blake Olever, Sacramento

2nd 1952 PORSCHE PRE A
Jim Hardie & Bob Murray
Orangevale

3rd 1965 PORSCHE 356 C CABRIOLET
Bob Cannon, Sacramento

CLASS R ~ AMERICAN CLOSED 1949 THRU 1960



1st 1960 VALIANT V 200
Elaine & Cliff Fales, Rancho Cordova

2nd 1955 STUDE COMMANDER
Clifford Fisher, Sacramento

3rd 1953 KAISER DRAGON
Larry Rodken, Elk Grove

CLASS W ~ FOREIGN SPORTS CARS 1957 THRU 1977 - OVER \$5,000



1st 1971 JAGUAR E ROADSTER
Dana Brown, Los Gatos

2nd Phil Lawrence
Rio Linda

3rd 1969 JAGUAR E ROADSTER
David Shield, El Dorado Hills

CLASS S ~ AMERICAN CLOSED 1961 THRU 1977



1st 1965 PLYMOUTH CUDA
Michael Hess, Carmichael

2nd 1961 CHEVROLET IMPALA
Steven Kramer, Foster City

3rd 1973 FORD MACH 1
Larry Wright, Citrus Heights

CLASS X ~ FOREIGN PASSENGER CARS THRU 1956



1st 1954 COMETE MONTE CARLO
Gary Wright, Placerville

2nd 1950 VW BUG
Chris Luke, Folsom

CLASS T ~ AMERICAN SPORTS CARS 1953 THRU 1962



1st 1956 CHEVROLET CORVETTE
John & Pat Grigsby, El Dorado Hills

2nd 1962 CHEVROLET CORVETTE
Jim Durst, Grass Valley

3rd 1954 CHEVROLET CORVETTE
Linn Bloathner, Rescue

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



1st 1962 VW CONVERTIBLE
Tony Olmo, Monterey

2nd 1960 VW BUG
Gus Morr, Sacramento

CLASS T1 ~ AMERICAN SPORTS CARS 1963 THRU 1977



1st 1971 CHEVROLET CORVETTE
David Graham, Pleasonton

2nd 1966 CHEVROLET CORVETTE
Rudy Nolen, El Dorado Hills

3rd 1966 CHEVROLET CORVETTE
Mark & Karen Davidson, El D. Hills

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



1st 1971 MERCEDES 280SE
Bud Hopkins, Sacramento

CLASS U ~ FOREIGN SPORTS CARS THRU 1956



1st 1955 MERCEDES GULL WING
William Beckers, Murphys

2nd 1954 CHRYSLER GHIA
John White, Sacramento

3rd 1952 MG TD
Frank Hilscher, Folsom

CLASS AA ~ DRIVEN CARS (EYES ONLY JUDGING)



1st 1969 FORD SHELBY GT
Jim Orsburn, Gold River

2nd 1948 BUICK WOODY
Ray & Jana Tomasello, El D. Hills

3rd 1971 MERCEDES 280 SL
John CronleyCarmichael

CLASS V ~ FOREIGN SPORTS CARS 1957 THRU 1977 - UNDER \$5,000



1st 1967 MG MGB ROADSTER
Beckie Perell, Loomis

2nd 1957 MG MGA
Mike Callahan, Carmichael

3rd 1966 SUNBEAM TIGER
Ron Pizer, Sparks NV

CLASS AB ~ VINTAGE RACE CARS



1st 1969 CHEVROLET CAMARO
Ken Epsman, Roseville

2nd 1964 CHEVROLET CORVETTE
Tim Sargent, Shingle Springs

3rd 1966 SHELBY GT 350
Pete Bernardoni, El Dorado Hills

Specialty Awards



*Niello Concours At Serrano
Best Of Show*

1963 LINCOLN 4 DR CONVERTIBLE
William McCoy, Fair Oaks



Most Elegant

1953 PACKARD 300 CONVERTIBLE
Lou & Sherry Hoffman, Placerville



Bel Ferrari Ultimo Award

1964 FERRARI 250 GT L
Steve & Barbara Fernald, Auburn



People's Choice

1971 JAGUAR E ROADSTER
Dana Brown, Los Gatos

2004

PRESENTED BY  DESIGN GALLERIA
by Valentine, Inc.

Ladie's Choice

1969 JAGUAR E ROADSTER
David Shield, El Dorado Hills



Smooth Ride T-bird Award

1956 FORD T BIRD
Ron Pizer, Sparks NV



Rolls Royce Diamond Award

1934 ROLLS ROYCE
Helen Heath, San Leandro



Gala Award

1938 BUGATTI Type 57 DH Cab
Mike Wilson for Robert Owens, Visalia





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Ernie Farrington
Lincoln, California



The 1916 Maxwell owned by Ernie Farrington of Lincoln and on display at the Serrano Concours is well-connected in celebrity circles. It was featured on the TV tribute to comedian Jack Benny hosted by the popular actor Kelsey Grammer. An antique Maxwell was used as a running gag on both Benny's radio show, which first aired in 1937, and later on his TV comedy series, which ran until 1964. The old car represented Benny's celebrated frugality: He insisted he could still get a few more miles (and laughs) out of the overheating "jalopy."

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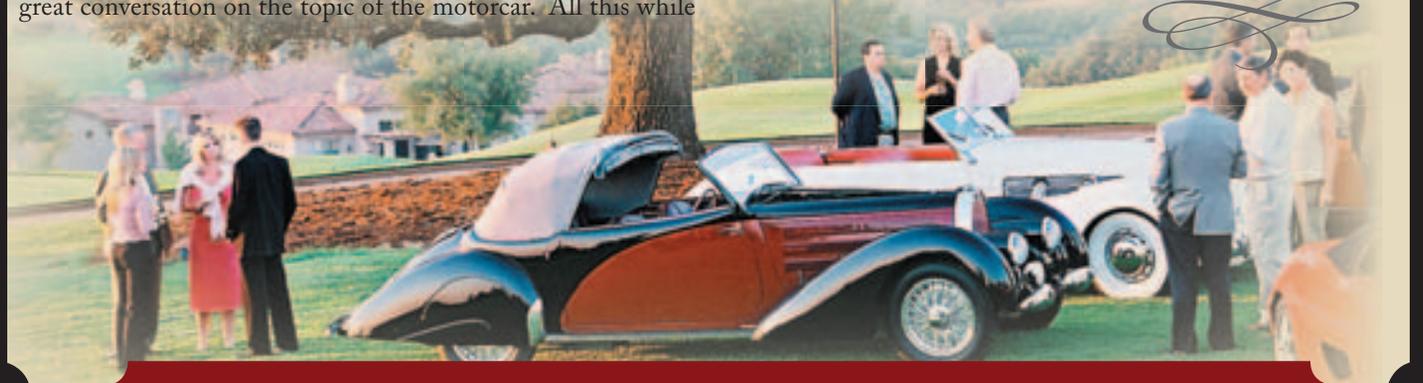
THE GALA

The Gala, an event to celebrate the Niello Concours at Serrano. An event where the art of the automobile, along with the conversation of fellow car enthusiasts, was enjoyed by all who were there.

In excited anticipation of the weekend ahead The Gala was held on Friday evening, September 30, 2005. Although the highlight of the evening was the fabulous display of Concours entries, attendees also enjoyed a strolling dinner, live music and great conversation on the topic of the motorcar. All this while

enjoying the spectacular views from the Serrano Country Club, a truly spectacular location.

The Gala is a gathering of car owners and those who admire the automobile. Please mark your calendar for next year, Friday evening September 29, 2006. As we look forward to the 3rd annual Gala, we see the continuation of a tradition, the place to be every year, with excited anticipation of the Concours weekend ahead.



Make sure to include The Gala in your Niello Concours at Serrano weekend plans for 2006, we'll see you there!

Serrano is number one in sales at ten-year mark

Serrano in El Dorado Hills is celebrating its ten-year anniversary this year. But that's not the big news.

While many communities might fade from sight after ten years, Serrano continues to ride a wave of success as the number one best selling community in 2004 in all of Northern California, including the Bay Area and all of Sacramento.*

Since the sale of its first custom homesites in 1995, Serrano and its developers, Parker Development Company, have realized several key accomplishments.

Soon after opening, Serrano gained national recognition in 1997 by being awarded National Community of the Year by the National Association of Home Builders' Sales & Marketing Council. Again in 1997 and in 1998, Serrano was awarded Community of the Year by the Building Industry Association of Superior California, and has since garnered more than 120 industry awards.

Around the same time, Parker Development Company launched a program that would ensure its place in environmental history books. Serrano became the first community in California to use recycled water for the front and back yard landscaping of its homes. Serrano's recycled water program is



now considered to be a cutting-edge example of water conservation. In addition, Serrano planted nearly 50,000 trees, constructed 17 miles of nature trails and set aside approximately 1,000 acres of open space.

Serrano offers new homes priced from the high \$500,000s to the \$800,000s by builders including Centex Homes, Pulte Homes and Standard Pacific Homes. Custom homesites averaging one-half acre begin in the low \$400,000s. Custom "spec" homes range from approximately \$1.2 million to \$2.5 million.

For more information about Serrano, call (800) 866-8786 or visit www.serranoeldorado.com.

* The Gregory Group, Folsom Prices subject to change.

Serrano continues to ride a wave of success as the number one best selling community in all of Northern California last year

THE ULTIMATE DRIVING TOUR

TOURING THE AMADOR WINE COUNTRY

The Ultimate Drive put the Concours entrants on the road the day before the event. This drive took a few rare, historic and valuable cars on a breathtaking tour through the heart of the historic Sierra foothill Gold Country.

The drive began at the Serrano Visitors Center, where each motorcar was photographed for framing as a tour keepsake. As the drivers revved up their engines and took off on their adventure, hopes were high for a fantastic day. It was an opportunity to meander along scenic backroads in some of California's most picturesque rural settings. Upon arriving in the charming Gold Rush town of Sutter Creek, participants

had an opportunity to show their cars to the townspeople. Ultimate Drive participants then had two hours to tour the area. As they drove through the lush Shenandoah Valley wine country, home to a host of award-winning wineries, they enjoyed spectacular views of oak-studded hillsides and the majestic Sierra Nevada mountains. It was a delight to visit the wineries of Amador County; most are small family operations where unpretentious hospitality is the norm.

Lunch was served at the breathtakingly beautiful Bella Piazza. This Tuscan-style winery is a great place to experience the romance of winemaking. Participants enjoyed gourmet food and wine while dining on the plaza-style patio with its fabulous views of rolling hills and vineyards. Meanwhile, their motorcars were on display, giving spectators a glimpse of what they could expect to see at the Concours the following day.

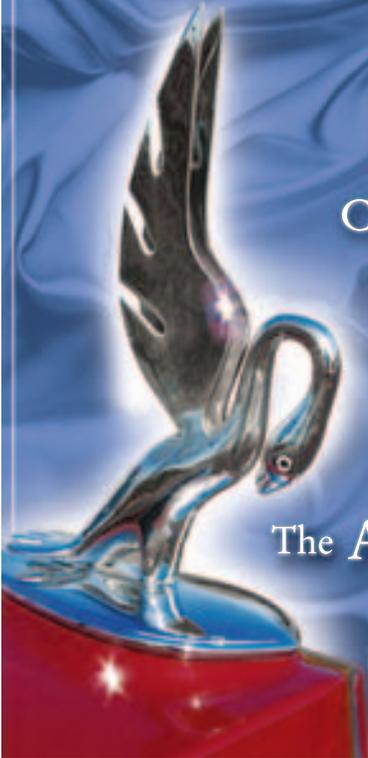
The owners of cars competing in Sunday's event were invited to partake in The Ultimate Drive. Participation will affect the judging of the car only in the event of a tie, in which case the car that completed The Ultimate Drive will receive the advantage.



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FAST FACTS...

Red 1949 Packard Convertible

*Bill Norton
American Canyon, California*



In today's throwaway culture, Bill Norton and his 1949 red Packard Convertible are both rarities. Norton, originally from Richmond, California, still owns this gorgeous car he purchased in 1959, and he still has the same wife he used the car to court! He and his wife Carol brought their son Bill Jr. home from the hospital in this same car. When asked about the longevity of his relationships with both the car and his bride, Norton wistfully responded he could never get rid of his wife and she, in turn, would never let him get rid of the Packard.

FAST FACTS...

Silver 1958 Mercedes 220S

*Matthew Bishop
Napa Valley Wine Country, California*



The 1958 Mercedes 220S displayed by Matthew Bishop was reputedly a wedding gift to the American movie actress and Oscar winner Grace Kelly from her charming Prince Rainier III, a car aficionado of world renown. Princess Grace enjoyed driving herself around her principality of Monaco. In 1982, she fell to her death in her own Land Rover on a mountainous road that is shown in the movie *To Catch a Thief*, in which she starred with Cary Grant. Her daughter Stephanie survived the crash.



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Concours Terms for the Day

- Antique** _____ Pre 1919
- Barouche** _____ A four-wheeled, low carriage with folding top
- Berli** _____ A four-wheeled carriage with a sheltered seat behind the body
- Boattail** _____ Car with the boattailed {i.e., V } back
- Bonnet** _____ The hood of a car
- Brougham** _____ A light, closed carriage with seats for two or four
- Cabriolet** _____ A one-horse carriage with two seats and a calash top, named for its springy motion
- Calash** _____ A light carriage with low wheels having a top or hood that can be raised or lowered and a moveable front
- California Top** _____ An awkward-looking device built of wood, leather and glass which could be fastened onto an ordinary touring car body, changing the car to a cumbersome but comfortable sedan
- Classic** _____ 1920 to 1942. A trend-setting car, like a Packard V-12, unique or ahead of its time
- Concours** _____ A gathering or parade of the elegant
- Convertible Roadster** _____ Five-passenger touring car with a rear compartment that could be converted by a clever manipulation of the folding back seat. When closed off, the car resembles a sporty roadster
- Coupe** _____ Closed two-door body with room to accommodate two to three people
- Coupe de Ville** _____ Towne car
- Coupelet** _____ Two-passenger model
- Demi Sedan** _____ Touring sedan with a permanent top and glass side curtains
- Dickey** _____ Rumble seat
- Drophead** _____ A body style incorporating a folding roof and wind-up windows
- Epicyclic** _____ Gears
- Estate Wagon** _____ Station wagon
- Governor** _____ Control over engine speed, usually by means of an extra throttle valve in the carburetor
- Grand Turismo or GT** _____ Grand Touring car
- GP** _____ Grand Prix
- Hood** _____ Front of car usually covering the motor
- Horseless Carriage** _____ To 1919
- Horsepower** _____ Unit measuring the ability of an engine to do work — 1 horsepower equals 550 foot pounds per second
- Jug** _____ Carburetor
- Landau** _____ Two-seated closed vehicle
- Landalette** _____ A closed car, the rear portion of which could be opened in fine weather
- Marque** _____ A brand or make of car
- Mother-in-Law Seat** _____ Single seat attached to the back of a car, forerunner to the rumble seat
- Muffler Cut Out** _____ A foot-controlled valve attached to the muffler system to silence or add power
- Opera Coupe** _____ A closed car with two doors and a folding seat beside the driver. The rear seat was offset to the right and big enough for only two people
- Planet** _____ Gears
- Roadster** _____ A general term for a light two-seater car of the early 1900s especially from America
- Running Board** _____ A step running all or partly around the side of a vehicle to help in entrance and exit
- Saloon Sedan** _____ Sedan car with two- or four- door body and seating for 4 or more passengers, with more space between front and rear seats
- Sedanca de Ville** _____ Town car
- Shooting brake** _____ Station wagon
- Silencer** _____ Muffler
- Silver Ghost** _____ Rolls-Royce first introduced it to the public in 1907. Named for its silver color and its silence
- Sports Phaeton** _____ An early name used for an open car, usually called dual cowl seating for 4 or 5 passengers. Sometimes applied to American 4-door convertible sedans of the '20s and '30s
- Suicide Doors** _____ Gracefully curved, rear hinged doors
- Tonneau** _____ An enclosed rear part of the car body containing the passenger seats
- Touring car** _____ An open car with front and rear seats and often a folding top
- Town car** _____ An American term for a Coupe de Ville, a body style in which the passenger compartment was closed, but the driver was exposed
- Twin six** _____ Packard's first 12-cylinder car, introduced in 1915
- Underslung** _____ The frame that goes underneath the axle
- Victoria** _____ Opera Coupe
- Vintage** _____ The cars that were mass-produced between 1920 and 1942

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