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Concorso Italiano 2018

A cavalcade of Italian classics gather again in California

BY TERRY SHEA • PHOTOGRAPHY BY MATTHEW LITWIN AND TERRY SHEA

There's so much that happens in Monterey each August that we are still continuing coverage. Among the many attractions is Concorso Italiano, a celebration of all things vehicular and Italian—and sometimes beyond that country's borders. For the 33rd year in a row, Concorso called and Italian car owners answered, and then gathered at the Black Horse Golf Course located on the former Fort Ord Army base in Seaside, California.

Event organizers reported record attendance of spectators and some 1,000 vehicles on display. Concorso featured 10 classes with first- through third-place awards, in categories for many Italian makers, including Lancia, Fiat (and Abarth), Lamborghini, Maserati, Alfa Romeo, Ferrari, De Tomasso, Iso, and Bizzarini, as well as Special Coachworks and Motorcycles.

After winning the Alfa Romeo class, Herb and Rose Wysard, of Fullerton, California, took home the best of show trophy with their exquisite 1951 6C 2500 Super Sport cabriolet, a rare, fast, and beautiful car.



John Goodman of San Francisco, California, brought this charming little 1966 Fiat 500 Giardiniera wagon, a family vehicle from an age when Fiat kept the doors open selling several variants of pint-sized vehicles.



Unlike the mixed colors of the Dinos on display, the big crowd of Ferrari 308s and 328s were mostly of the rosso shade made famous by their maker from Maranello. Concorso regularly draws a strong crowd of 308s/328s for the Ferrari class.



Yes, this is a crystal-covered clutch emblazoned with the title "Lamboprincess."



Among the handful of decidedly non-Italian cars at the show was Benicia, California's Arthur Stern's 1964 Citroën DS Cabriolet by Chapron, one of some 1,365 factory-authorized conversions by coachbuilder Henri Chapron. Arthur reported that his Chapron has been a "rolling restoration" during his 40 years of ownership.



We're so used to seeing Ferrari's stunning late-Sixties 275 GTB/4s in perfectly restored condition that Oakland, California's Tom Mingle's 1967 example, with extensively cracked paint, caught us just a bit by surprise. Still, it appeared to be well used, which means someone enjoyed driving it.



Displayed by Alix (just "Alix") from Campbell, California, this 1970 Dino 246 GT in a unique shade of green was just one of several Dinos that were most definitely not red, showing that Ferraris came in more than just one color — and more than just one badge for a time.



Making the show rounds worldwide over the past couple of years, this carbon-fiber-bodied neo Stratos, inspired by the original Lancia rally-dominating machine from the 1970s, is built on a highly modified Ferrari 430. The donor car lost several inches of wheelbase during the conversion process carried out by Manifattura Automobili Torino.



The second-place trophy in the Maserati class went to Phil White of Portola Valley, California, for his 1959 Maserati 3500 GT Spyder prototype, a car that he told us a couple of years ago was a keeper so that his kids will eventually have it and share it at shows.



American iron, well, cast iron at least, was relatively abundant on the Black Horse fairways, primarily in the form of the "original hybrids," like this Ford 351-powered 1971 De Tommaso Pantera owned by John Buckman of Vista, California.



Harry Hart's 1951 Siata Gran Sport has been in his possession since the 1970s. The Indian Wells, California, resident likens the 1,400-cc Fiat-based four-cylinder engine to a "little beast" with its Siata modifications that include a pair of Weber carburetors.



This 1965 Alfa Romeo Giulia Super "taxi" is a veteran of the revived La Carrera Panamericana road race across Mexico and was displayed by the Revival Road Company of Monterey. Not a typical concours car nor a period race car, this Alfa Romeo exemplified the sort of variety found at Concorso.



Herb and Rose Wysard of Fullerton, California, take directions from a field attendant in their best of show-winning 1951 Alfa Romeo 6C 2500 cabriolet, a Pinin Farina-designed, right-hand-drive show stopper.



The license plate says it all: "RAT ALFA." With no owner placard in the window, we don't know whom to attribute this killer little, race-prepped, primer-hued Alfa Romeo coupe, but we know we like it.



Judges scrutinize John Snow's twin-headlamp 1965 Ferrari 330 GT, a 2+2 powered by a big 4.0-liter Ferrari V-12. John brought his Ferrari from Rancho Santa Margarita, California.



Victor Sanchez, of San Jose, California, took home the third-place trophy for motorcycles with his slick 2006 Ducati ST3 touring machine.



Charles Webb of Stratford, Connecticut, took home a first in class for Ferrari — no mean feat at Concorso — with his Ghia-bodied 1951 Ferrari 195 Inter.



From Bishop, California, Steve and Lynn Peterson brought their 1924 Lancia Lambda, a remarkable example of the first unibody production car. Along with their car, they brought home a third-place Lancia class trophy.



Horizontal slats were clearly a Ferrari design theme in the 1980s, as this row of Testarossas and 512TRs attest. Red, of course, is always a Ferrari hallmark.



Hoffman Hibbett, of San Jose, California, cleans his 1963 Ferrari 250 GT Lusso, a car he has owned for 18 years. He has restored all of the mechanical components in that time, including the engine, transmission, and suspension.



Among the many Alfa Romeos on display was this quartet of sporting Spiders from the 1950s and '60s.



This sleek, wedge-shaped 1977 Maserati Khamsin has been in the possession of its owners, Georgie and Bobbie Andreini of Portola Valley, California, since 1984.



Another veteran of La Carrera Panamericana and other vintage rallies, this 1966 Lamborghini 400 GT 2+2 was brought all the way to Monterey from San Diego, California, by its owners Perry and Judith Mansfield.



This impeccably prepared 1983 Lamborghini Countach LP500S looked to be better than showroom new on the golf course, not only outside with its perfect red paint, but inside, with the astonishingly perfect white leather interior. Owner Michael Coll hailed from Salt Lake City, Utah.