

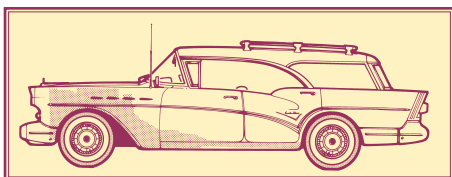
# HEMMINGS MAGAZINE

## 1957 Buick Riviera Estate Wagons

### Buyer's Guide

BY MARK J. McCOURT HEMMINGS MAGAZINE

**G**unsmoke, Sugarfoot, Maverick and Wagon Train—American families gathered around their televisions to thrill to tales of the Frontier West in 1957. These stories were filled with action, adventure and moral ideology, and they pervaded contemporary American popular culture. Another staple of family



RUSSELL VON SAUERS

life in the late 1950s was the station wagon. Buick incorporated the airy styling of its Riviera hardtops into a workhorse station wagon in 1957; playing on the imagery of the vast Western plains and the strong, individualistic cowboy, Buick christened their premier Estate Wagon the Caballero, the Spanish term for horseman. Buick sold 17,003 pillarless Special and Century wagons that year, a fraction of their total output, but the cars' handsome looks and excellent utility made them standouts both when new and today. Despite their single-year styling and relative exclusivity, these hardtop haulers

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RICHARD A. LENTINELLO

## CONCORSO ITALIANO

*California's Annual Invasion of Roman Chariots*

BY RICHARD A. LENTINELLO HEMMINGS MAGAZINE

**L**et's get right to the point: If you love Italian automobiles, then you MUST attend Concorso Italiano. As America's ultimate celebration of Italian-bred go-fast machinery, Concorso Italiano is an Italian car lover's paradise.

Each August, on the Friday of the Monterey Histories/Pebble Beach weekend, Concorso Italiano brings together all that's good about Italian-built automobiles. But it's more than just the usual selection of production-based Ferraris, Lamborghinis and Maseratis. Among the more than 700 cars on display throughout the manicured lawns, you will find a mouth-watering selection of many Italian sports cars that you've never seen before, nor may ever see anywhere else. Abarths, Alfas, Fiats and Lancias are displayed in one area, while the Iso Grifos and Rivoltas, Bizzarinis, Panteras and Isotta Fraschinis are sprinkled throughout.

From one-off prototypes and limited production models to historic race cars and pre-war Classics, you will be absolutely amazed at the variety artfully displayed throughout the grounds of the Black Horse Golf Course overlooking Monterey Bay. Of course, the cars from Maranello outnumber them all; you

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CRAIG FITZGERALD

Solid chocolate is much less fragile than hollow.

## Delectable Collectibles

BY CRAIG FITZGERALD HEMMINGS MAGAZINE

Occasional food and eating writer Calvin Trillin quoted his four-year-old daughter Alice on the subject of chocolate ice cream in 1978: "My tongue is smiling."

Is there anyone who doesn't love the dark and decadent flavor of chocolate? And what could be better for the transportation lover than a solid block of chocolate molded into the shape of an automobile?

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# Concorso Italiano



Fiat's were well represented, from rarely seen 1200s and 1600s to later model 850s and 124s.

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can expect to see at least 250 of Enzo's finest.

For two-wheel devotees, there's always a small, but growing annually, display of finely crafted Italian motorcycles. Parked among stylish Vespa and Lambretta scooters, the names of Benelli, Ducati, Moto-Guzzi and MV Augusta will startle you with their hand-cast aluminum bits and typical lightweight Italian engineering qualities.

In addition to all this attractive Made-in-Italy machinery, there's an Automobilia Exposition featuring more than 100 vendors selling everything from hand-built scale models, books and clothing to high-performance speed parts, wheels and exhaust systems. For the ladies, there's a fashion show on the center stage that's called a "Celebration of Italian Style." Best of all is the wonderful



Well preserved 1970 Maserati Merak is owned by Don and Sandi Treadwell.

Italian music that fills the warm coastal air with the sounds of Sinatra, Dean Martin, Pavarotti, and Louis Prima, providing that feel-good feeling of being at an Italian feast.

So what do Concorso's hard working



The Alfa display was packed with Bertone's popular 105-series 1750 and 2000 GTVs.

hosts, Frank and Janet Mandarano, have in store for this year's event? Plenty. It's the 50th Anniversary of Alfa Romeo's trend-setting Giulietta, so expect to see a fascinating display of the finest Spiders and Sprints ever assembled in one place. The sexy little Dino will be honored too, with a special Dino Reunion for both Ferrari and Fiat models. And Lamborghini will officially introduce its new Murcielago Barchetta. But if the new Lambo is a little out of your price range, then perhaps you may find something a little more affordable at the Kruse Select Auction; this first-year attraction will have many European sports cars crossing the block looking for new owners.

For all the details about this truly fabulous event, write for a brochure: Concorso Italiano, P.O. Box 1015, Mercer Island, Washington 98040; or visit their website: [www.concorso.com](http://www.concorso.com).



Several models of Lamborghini's new Murcielago were on display.



Looking positively striking in Fly Yellow, this 1966 Ferrari 275GTB belongs to Ronald Busuttill.



Designed by Frua, this 1966 Maserati Mistral is one of 828 coupes produced.



The Ferrari of motorcycles, this 1964 MV Augusta 500/3 ST belongs to Jeff Elghanayan.



The yellow 1962 Allemano-bodied Abarth coupe of Andrew and Rita Schank sits next to a Fiat-Abarth 1000 TC.



The second model Lamborghini ever produced: 1967 400GT, owned by Barry and Susan Kopier.



Pantera owners showed up in force with both stock and modified versions of this Ford-powered supercar.



The car that started the sports sedan craze: Alfa's pretty 750-series Giulietta Sprint.



Owned by Craig Hillinger, this 1966 Ferrari 330 GT was one of several 2+2s gracing the lawn.



Absolutely striking: Bruce Florkiewicz's Vignale-bodied 1960 Maserati 3500GT Spider.



Like this Type 57, there were more than a dozen significant Bugattis in attendance, including two EB 110s.



One of the sexiest exotic cars ever created: Paul Hoey's 1967 Lamborghini Miura.



Knute Kolmann's rare and beautiful 1947 Alfa Romeo 6C 2500SS convertible.



Vicki McNutt's cute and compact 1963 Fiat 500D sits alongside Bryant McKinley's racy looking 1959 Fiat 600.



Richard Turner's 1972 365 GTB/4 was a refreshing change from the usual Rosso Red.



One of just a few built, Chet Andrews's 1963 Zagato-bodied Lancia Flaminia Sport.



A restoration in progress: The Healey Werks displayed their unfinished 1960 Maserati 3500GT.



Scooter enthusiast Frank Haskell displayed his lovable, and well restored, 1965 Vespa SS.



Stylish and quick, Marty Goldberg's twin-cam-powered 1963 Fiat/OSCA cabriolet.



Alfa Romeo collector Joe Nastasi brought out his rare 1967 Tipo 33/2 sports racer.



Maroon 1964 Iso Rivolta is owned by Don and Diane Meluzio, and the red 1964 Iso Rivolta is owned by Ted and Jan Hirth.



One of the most beautiful Ferraris ever: the 1963 250L. This "Lusso" is owned by Randy Hill.



One of the rarest Lamborghinis of all is this Zagato-bodied 1965 3500 GTZ prototype.



Not officially imported into the U.S., this 2000 Fiat Barchetta was brought in from Illinois.



One of several vintage lightweight racers, this 1967 Benelli 250 belongs to Robert Ellis.



Powered by Fiat's twin-cam four, there were several Lancia Scorpions and Betas.



Used regularly, this Type 35 Bugatti, circa 1927, looks wonderfully inviting with its aged coachwork.



1969 Islero 400 GT was one of several V-12-powered Lamborghinis in attendance.



Perhaps one of the rarest pre-war Lancias in the U.S. is Lynn and Steve Peterson's 1924 Lambda.



One of the hottest sport sedans ever produced, Alfa Romeo's 1967 Giulia Super.



Brian Moore's Ghia-designed 1970 Maserati Ghibli spider was styled by Giugiaro.