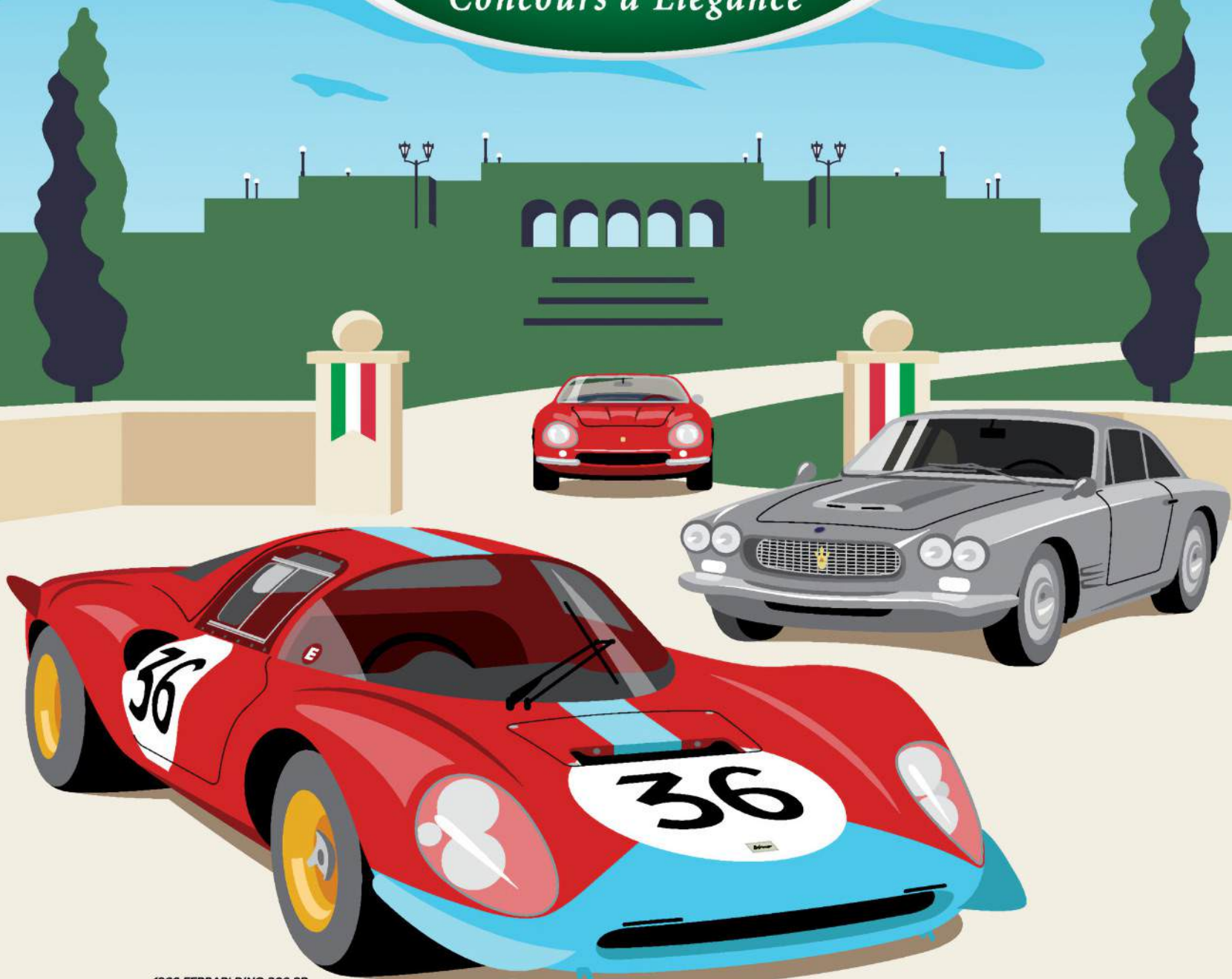




CINCINNATI

Concours d'Elegance



1966 FERRARI DINO 206 SP
1967 FERRARI 275 GTB/4 S NART SPIDER
1967 MASERATI SEBRING

LA DOLCE VITA

CELEBRATING ITALIAN STYLE
SPONSORED BY PORSCHE OF THE VILLAGE

Sunday, June 9, 2024

2024 SPECIAL DISPLAY CLASSES | 60TH ANNIVERSARY OF THE FORD MUSTANG | AUBURN - CORD - DUESENBERG

BENEFITING JUVENILE ARTHRITIS

LA DOLCE VITA

The Sweet Life

REFLECTED BY ITALY'S UNFORGETTABLE CAR DESIGNS

By Jim Koscs



The De Tomaso Mangusta is a sports car produced by Italian automobile manufacturer De Tomaso between 1967 and 1971.

Photograph by Gary Kessler

FOR CENTURIES, ITALY, A GLOBAL CENTER OF ART AND CULTURE, BECAME THE GO-TO FOR DESIGNING FUN, EXCITEMENT, AND GLAMOUR INTO CARS.



“a Dolce Vita! That’s Italian for “the sweet life,” as many might recognize from the title of director

Federico Fellini’s landmark 1960 film. A sweet life spiced with fun, excitement, and glamour was, indeed, what many clamored for in WWII’s aftermath. For centuries, Italy, a global center of art and culture, became the go-to for designing those qualities into cars.

Italy had been building emotion-stirring automobiles before WWII, with coachbuilt Alfa Romeo 6C and 8C models among many memorable machines. In the postwar period, the country’s designers and carrozzerie (coachbuilders) grew in number in prominence. Names like Bertone, Frua, Ghia, Pinin Farina, Touring, Vignale, and Zagato became as revered among auto connoisseurs as Ferragamo, Gucci, Pucci, Schiaparelli, and Valentino were in fashion. As with Italy’s fashion leaders, its auto designers’ influence spread around the globe.

AN ICON IS BORN

If every design discipline has its “big bang” moment, the 1947 Cisitalia 202 GT was it for post-WWII auto design. Powered by a tiny, 63-horsepower Fiat engine and with under 200 cars produced, the Cisitalia would have an immediate and outsized impact on car design. Its body unified the roof, sides, and hood into a single sleek form, with a long hood and fastback profile that still define sporty cars nearly 80 years later.

The design came from Battista Farina, who started Carrozzeria Pinin Farina in Turin in 1930. “Pinin,” his nickname since a boy, meant small, but nothing was minor



about his effect on auto design. In 1951, the Cisitalia helped Pinin Farina forge a bond with Ferrari as its main road car designer for the next 60 years. The same year, the Museum of Modern Art included the Cisitalia in its groundbreaking “8 Automobiles” exhibit, adding one to its permanent collection in the Seventies.

MAKING MASTERPIECES TOGETHER

Carmakers from all over began soliciting the artistry of Pininfarina (one word after 1961) and other carrozzerie, along with their small-volume production capabilities for some models. Founded in Turin in 1912 by Giovanni Bertone and later run by his son, Nuccio, Carrozzeria Bertone designed and built numerous cars for Alfa Romeo, Fiat, Lamborghini, Lancia, Maserati, and others.

Bertone designer Franco Scaglione, who created Alfa Romeo’s spectacular Berlina Aerodinamica Tecnica (B.A.T.) concept cars in the fifties, also designed its Giulietta Sprint sport coupe and the more exotic Sprint Speciale. Another Bertone designer, Giorgetto Giugiaro, made his mark in the Sixties with designs for newcomer Iso, whose sensational Grifo coupe used a Chevrolet Corvette engine and rivaled the beauty and performance of the period’s Ferrari 250 GT Lusso and 275 GTB.

Giugiaro followed the Grifo with the captivating 1967 Maserati Ghibli and De Tomaso Mangusta before opening his studio, Italdesign, in 1968. His 1971 Maserati Bora bridged curvy Sixties themes with the emerging angular trend he later embodied in the Lotus Esprit and DMC DeLorean.

Giugiaro’s successor as Bertone’s chief designer, Marcello Gandini, created one of the most seductive automotive

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Photographs by Gary Kessler

TOP: 1931 Alfa Romeo 6C 1750 Gran Sport Spider by Zagato. LEFT: The Alfa Romeo Giulietta was the first small series production sedan Alfa built. RIGHT: 1969 Lamborghini Miura.

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shapes ever seen: the 1967 Lamborghini Miura. A few years later, two of his wedge-focused designs bookended the mid-engine sports car spectrum: the Lamborghini Countach and the affordable Fiat X1/9. Gandini also put his stamp on numerous mainstream cars, including, perhaps most famously, the highly influential 1974 Volkswagen Golf.

Gandini died in March 2024, but his influence endures. Kia's designers recently used a scale model of his spectacular early-Seventies Lancia Stratos to inspire an emotional style for the brand's EV6 electric.

LA DOLCE VITA FOR EVERYONE

Even while conjuring premium sports models, some Italian designers focused on accessible cars. That's why many might first associate the Ghia name with the perky Volkswagen Karmann-Ghia. Founded in Turin in 1916, Carrozzeria Ghia had become prominent with graceful designs for pre- and post-WWII Alfa Romeos and early Ferraris. The Italian-flavored VW, which was based



on a modified Beetle chassis and built by German coachbuilder Karmann, borrowed key design elements from the 1952 d'Elegance concept car that Ghia's craftsmen had built to a Chrysler design.

British sports cars received the Italian touch from Giovanni Michelotti, who had penned a dozen Ferrari models in the Fifties for Ghia and Vignale. After designing the limited-production 1959

Triumph Italia, he did the mass-produced TR4 and Spitfire.

Pininfarina also designed affordable sports cars, including the 1955-1965 Alfa Romeo Giulietta Spider, its 1966 successor (called simply Spider), and its competitor, the Fiat 124 Sport Spider. The Alfa remained in production for a remarkable 27 years, the Fiat 20.

The American designer who penned the Fiat Sport Spider for Pininfarina, Tom Tjaarda, subsequently worked for Ghia, designing the 1971 De Tomaso Pantera. A few years back, for this author, Tjaarda summed up the durable appeal of Italian car design as "the intrinsic sense of getting the proportions and volumes just right."



Photographs by Gary Kessler

TOP LEFT: Alfa Romeo Giulietta Spider. TOP RIGHT: 1967 Bizzarrini P538. BOTTOM: Lamborghini Countach by designer Marcello Gandini.

ICONS OF THE *American Road*

By Jim Koscs

At first glance, the 1964 1/2 Ford Mustang might appear to have little in common with three Depression-era masterworks: Auburn, Cord, and Duesenberg. A deeper look, however, reveals how corporate risk-taking, engineering innovation, and expressive design united these disparate cars as American icons. The 2024 Cincinnati Concours recognizes how these cars have truly earned that descriptor by celebrating the 60th Anniversary of the Ford Mustang and A-C-D with their own classes.

THE EXCITING BUT SHORT-LIVED AUBURN-CORD-DUESENBERG EMPIRE

Errett Lobban Cord veritably defined “ambitious” when, at age 30, he began adding automobile makers to his expansive business empire. He gained control of Auburn in 1925 and, in 1926, bought Duesenberg from its two German-born founding brothers, August “Augie” and Fred Duesenberg. Cord also launched a car with his own name in 1929, the daring front-wheel drive L-29.

Auburn, Cord, and Duesenberg would then each launch a new, acclaimed carline. The 1928 Duesenberg Model J seemed tailor-made for Hollywood stars who could afford prices exceeding \$15,000 (\$340,000 today!) The Duesey’s 265-horsepower, 6.9-liter straight-eight engine boasted double overhead camshafts and four valves per cylinder. A 320-hp supercharged version went into about three dozen of the 481 cars made.

Gordon Buehrig, who designed the Cord L-29, also penned many Duesenberg bodies, along with the audacious 1935-1936 Auburn 851/852 “boattail” Speedster and the advanced 1936-1937 Cord 810/812. With its optional supercharged straight-eight, the Auburn promised a 100-mph top speed. The low-slung, front-wheel drive Cord, meanwhile, looked 10 years ahead of its time with its “coffin nose” hood, wraparound grille, and the first hidden headlights on an American car. Just over 2,800 sedans, coupes, and convertibles were made through 1937. About 400 got the optional 170-hp supercharged V8 offered that year.

Soon afterward, Cord sold his auto business and focused on broadcasting stations and real estate. Recognizing the

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Photograph by Gary Kessler

The 1965 Ford Mustang is still America’s most popular classic car.



CINCINNATI CONCOURS
D'ELEGANCE HONORS
AUBURN-CORD-DUESENBERG
AND FORD MUSTANG
WITH SPECIAL CLASSES.



Photographs by Gary Kessler

TOP: 1927 Duesenberg Model X Speedster. MIDDLE: 1928 Auburn Boat-tail. BOTTOM LEFT: 1929 Duesenberg hood ornament. BOTTOM RIGHT: 1937 Cord 810.



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Cord 810/812's artistry, the New York Museum of Modern Art included one in its "8 Automobiles" exhibit in 1951.

MUSTANG TURNS 60

After 60 years in production and more than 10 million made, it's time to bid the Ford Mustang a fond ... happy anniversary! Making its public debut at the New York World's Fair on April 17, 1964, the 1965 Mustang established a new segment for sporty compact models, which the automotive media dubbed "pony cars."

A few years before, Ford product planner Hal Sperlich proposed a new kind of car for the young and young-at-heart. Ford Division Vice-President Lee Iacocca convinced skeptical company head Henry Ford II that an affordable compact with the stylish appeal of the automaker's upmarket Thunderbird could be a winner.

Basing the Mustang on Ford's Falcon economy car shortened development time and minimized costs. The Mustang's distinctive design, \$2,400 starting price, and a smorgasbord of personalization options fueled "Mustang Mania" across America. By the end of 1966 model production, three Ford plants had built 1.3 million Mustangs.

American racing hero Carroll Shelby made legendary racing-inspired Mustangs, and muscular Boss and Mach 1 models appeared in 1969. The Mustang grew larger for 1971 and smaller by mid-decade, just in time for buyers seeking higher fuel economy. Modern designs and high-performance models help boost sales in the 1980s and 1990s. The all-new 2004 Mustang debuted a retro look inspired by the 1969-1970 model and emphasized high performance, a pattern that continues today.



Photograph by Gary Kessler

TOP: 1935 Auburn 852 SC Speedster. BOTTOM: The Shelby Mustang GT500 is a high-performance variant of the Ford Mustang built by Shelby American from 1965 to 1967 and by the Ford Motor Company from 1968 to 1970.



HONORED COLLECTOR:

Dr. Andy Manganaro

A love of European sports cars began with a 1967 Alfa Romeo bought new

By Jim Koscs

As in past years, patrons of the 2024 Cincinnati Concours d'Elegance can count on seeing Dr. Andy Manganaro displaying several of his European classics. Just look for a smiling man with a white mustache and goatee standing next to an Alfa Romeo, De Tomaso, Ferrari, or Maserati. Manganaro has been displaying his cars at this event for over 20 years.

"I've shown cars at Concours events all over the country — The Quail, Greenbrier in West Virginia, the Ferrari Nationals, the Cavallino Classic in Florida, and Greenwich. You name it, we've been there," he said.

At any of those events, you might also see Manganaro with a Jaguar E-Type, another British sports car, or



Dr. Andy Manganaro

perhaps a German Porsche model. His favorites are the Italians, though, and that goes back to the first new car he ever bought, a 1967 Alfa Romeo "Duetto" Spider. He bought the Alfa with summer earnings several months before this sports car gained fame in the hit movie *The Graduate*, which starred Dustin Hoffman.

"I bought it for \$3,900, and I still own it and drive it," he said. "I drive all my cars."

That would probably not surprise people in Xenia, Ohio who have likely seen their fellow citizen driving his cars around town. Most of Manganaro's classics are from the '60s and the early '70s, although he drives modern Ferraris, too.

Manganaro drives one of his classics several times a year in multi-day, 1,000-mile vintage car rallies. This past



Alfa Romeo Sprint Speciale owned by Dr. Andy Manganaro

Photograph by Gary Kessler



“I do rallies in Italy. A couple of years ago, I did the Mille Miglia in my Siata.”

— Dr. Andy Manganaro

April, he drove the Copperstate 1000 in Arizona in his 1967 Sunbeam Tiger, a British roadster powered by a muscular American Ford V-8 engine. In September, he'll choose a different car for the Going to the Sun Rally that runs about 1,000 miles through Montana, Idaho, and Eastern Washington.

“I also do rallies in Italy. A couple of years ago, I did the Mille Miglia in my Siata,” Manganaro said, referring to the re-creation of the classic 1,000-mile Italian road race and a very rare Italian sports car.

NOT HIS FATHER'S OLDSMOBILES

Manganaro, a cardiothoracic and vascular surgeon for 30 years, caught the car bug from his father. “He was a car fan but mostly drove Oldsmobiles,” he recalled. The young

doctor followed his own road when he bought his 1967 Alfa Spider, having gotten revved up about it by reading car magazines. “The reports on that car were very good. I thought it was pretty, and I wanted a convertible. I'm Italian, so that all fit together.”

In addition to long-distance road rallies, Manganaro also takes to the track for vintage racing in a 1974 Alfa Romeo GTA Junior, one of several other Alfas in his collection.

“I'll be racing at the Mid-Ohio Sports Car Course this summer, then Watkins Glen, NY in the fall. I win every now and then. I made the podium three times at Mid-Ohio a couple of years ago.”

When asked if he's got a favorite among his stable, Manganaro has a ready answer: “Whichever one I just got out of. I love them all!”



Lamborghini Islero owned by Dr. Andy Manganaro

Photograph by Gary Kessler