

The Road to the 18th Green



You might remember the 1954 Stanguellini 750 Sport Internazionale Racer we featured back in the April 2007 issue. The car was on its way to a complete restoration at the hands of the craftsmen at The Creative Workshop in Dania Beach, Florida. Shop owner Jason Wenig has been taking us

through the restoration ever since, and we were dying to see both what the car looked like finished, and how the restoration fared among its classmates. After a hectic week, we talked to Jason about the experience on the grass at the Pebble Beach Concours d'Elegance.

Like the Academy Award nominee who says it's an honor just to be nominated, "Your inclination at first is just to get in," said Jason. The research, the late phone

calls to Europe, the scrounging for parts for such a special, one-off automobile reaches its culmination when the phone rings and it's someone from Pebble Beach on the other end of the line. "Then, the second you get in, you want an award," Jason laughs. "Then, the second you get an award, you want first."

Jason took us through the entire judging procedure, which consists of a two-part judging process. A class judge—an expert on a specific marque or marques—determines a car's authenticity and quality of preservation or restoration. Honorary judges then rate the cars on their design, styling and elegance, according to the Pebble Beach Concours d'Elegance.

At the end of the judging in Class S: Postwar Sports and Racing, Stanguellini chassis number CS04080 achieved a third place class finish. Part of a car's score is based on whether or not the car participated in the Tour d'Elegance, a driving event held before the concours. The Stanguellini didn't compete in the event. The winning car in the class, a 1951 Alfa Romeo 1900 Touring Berlinetta, did. Second place went



to a 1953 Siata 208 Spyder.

Jason notes that at the end of the judging, it may have been the decision to chrome-plate the aluminum Borrani wheels that kept the Stanguellini from climbing higher. "One of the judges had commented that chrome wire wheels would never have been used on a race car," he says. "We had talked a lot about what we were going to do with the wheels. In the end, we decided to chrome them, because they had seen a lifetime of abuse, and as far as we know, they're the last available Borrani in the world of this size [15 x 2.75 inches]."



"From a mental perspective," says Jason, "[a third place finish] gives us the drive to work harder and shoot higher. We have two more rungs of the ladder to climb." The next time the car's owner will be eligible to compete at Pebble Beach is 2012.