



SempreFerrari

Magazine of the Ferrari Club of America Southwest Region

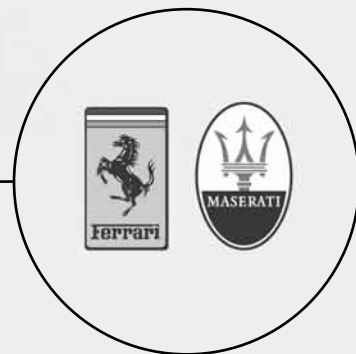
9/10

2004

Volume 11 Issue 5

FERRARIS AT MONTEREY

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— *of* ORANGE COUNTY —



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— *of* SAN DIEGO —



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President's Corner by Murray Cogan



Dear FCA Members:

My Holy Week started Wednesday, August 11th at 8 A.M. I left L.A. with my brother-in-law, Jake Silberberg, headed for Monterey. Driving up Highway 5 then across Highways 33 and 198; great hilly and winding Ferrari roads. Then we were through King City on our way to Highway 101.

Upon arrival in Monterey we headed straight for Fisherman's Wharf for our favorite lunch, fried calamari. Wednesday night was a lavish party at the Monterey Jet Center with wonderful food and excellent wines. We were so busy socializing that it was only later that evening when guests were leaving that we noticed the incredible cars on display, including a 250 GTO, Michael Schumacher's car, a F1 2003 GA, a 166MM 004C, a 410 SA, a 275 GTBC, a 250 GT Ellena and many other amazing Ferraris.

Early Thursday morning was the tour of the Pebble Beach entrants. Watching and listening to the cars start up and drive off is truly an enjoyable experience. Then we went to test drive the Maserati Quattroporte, a truly magnificent machine with power, luxury and great handling. At noon, the Ocean Avenue Motor Club hosted a terrific party at Il Fornaio in Carmel. Our gracious hosts invited many of their long time Ferrari friends. The food, wine and all the friends we only see once a year was an indescribable pleasure.

Early Friday morning was the judge's breakfast at the Concorso Italiano. Only the 206, 246 and 308GT4 Dinos were judged. There were over 500 Ferraris on the field. What a fantastic collection! After judging, we spent several hours enjoying the remaining cars and visiting the vendors tents.

Saturday, we arrived at Laguna Seca at 8 A.M. We could not believe how many Ferraris were in the paddocks. Twenty-two GTOs, nine Formula 1 cars, from a 1958 246 Dino to a 2003 GA, a 1955 Lancia D-50 as well as 750 Monzas and 250, 500 and 625 Testa Rossas and many other spectacular cars. Several of the highlights included a Formula One, and a 250 GTO race as well as a special demonstration by Ferrari test driver, Andrea Bertolini in the F1 2003 GA.

Early Sunday morning we arrived at Pebble Beach for the Concours d'Elegance. The Ferrari classes were simply unbelievable. The competition class had a Le Mans, Mille Miglia, Targa Florio and SPA winners. In the GT class there were many one-off specials that we had not seen before.

Sunday night was the start of the Ferrari Club of America National Meet, with a special dinner at the Monterey Bay Aquarium.

On Monday morning we were finally able to sleep late. After breakfast we drove to the Portola Hotel for the start of the FCA Rally. The Rally route went through the 17 Mile Drive at Pebble Beach, Laurales Grade in Carmel Valley and various other roads in the area and finished at Laguna Seca. The drivers school was in session at the track and the paddocks were filled with all types of Ferraris.

Tuesday we were back to the early morning routine attending the judges meeting for the FCA Concours. The field of cars assembled was the finest collection we had ever seen at a National event, especially the early racing and touring cars.

Wednesday started with an early Coppa Bella Macchina judges meeting. This was quite an experience for us as this was our first time judging this event. Everything on the car must operate. The owner of the car is given one hour to fix the first problem. Should a second problem occur the car has failed the test.

With judging over, we went back to the track to say good-bye to all of our visiting friends. After a quick lunch at the track, we started our drive back to Los Angeles.

Congratulations to all the members of the Pacific Region for their tremendous effort in making this FCA 2004 a very successful and enjoyable event.

President
Ferrari Club of America, Southwest Region

FCA
SOUTHWEST
REGION



9/10

2004

Volume 11 Issue 5

SempreFerrari

Newsletter of the Ferrari Club of America Southwest Region

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Sempre Ferrari

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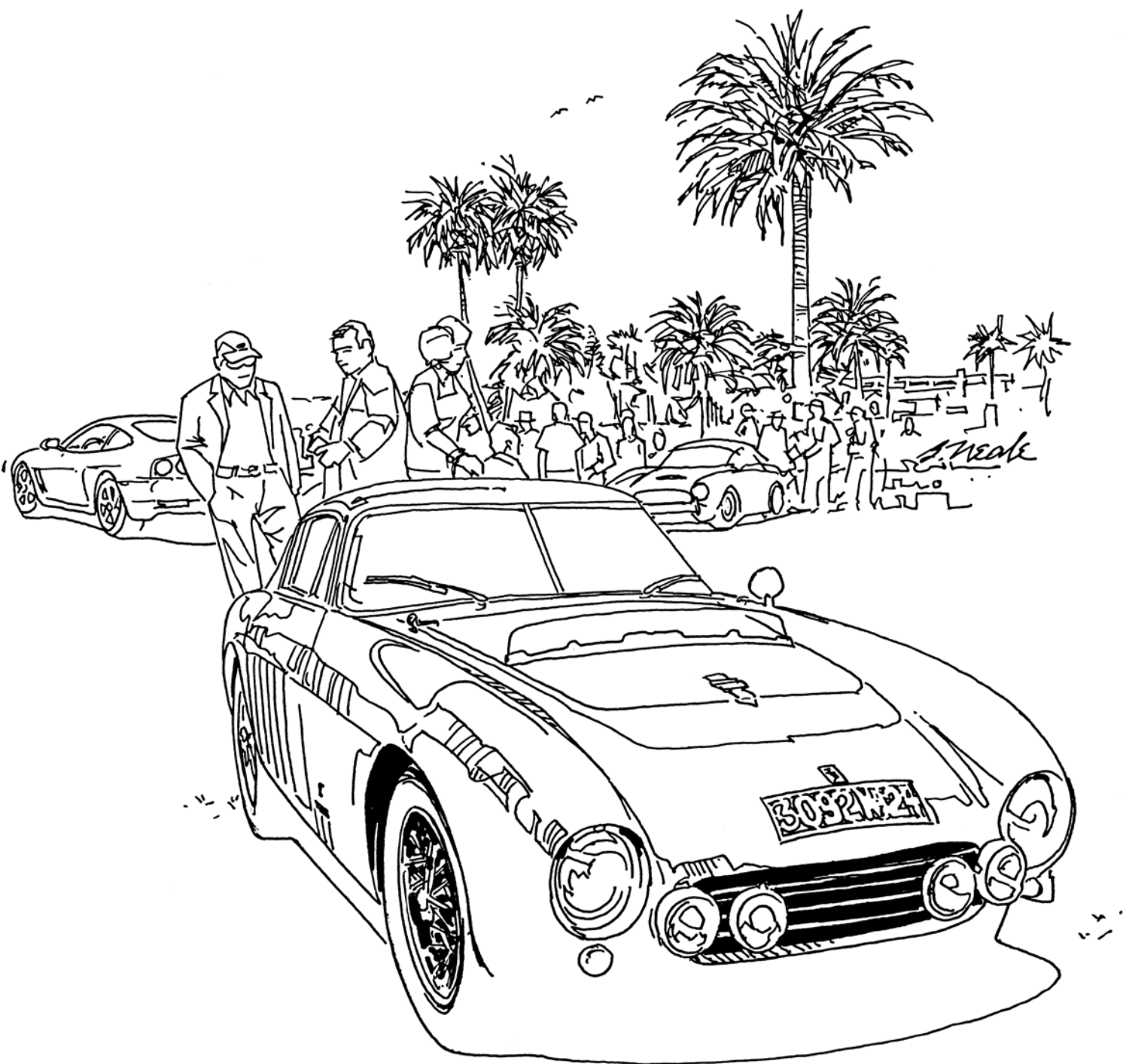
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The Palm Beach Cavallino Classic XIV

January 18 to 23, 2005

A Convention of Automotive Enthusiasts



Ferrari Classic returns to Palm Beach, Florida at the Breakers Hotel,
Mar-a-Lago, and Moroso Motorsports Park



We look
forward
to your
participation
at our
events!



FCA Southwest Region events in bold

September

- 11th Southwest Region Board Meeting 9:00AM.
19th Angeles Crest Ride & Drive. Tino Mingori 310-474-8769.
Registration on page 10.

October

- 9th Southwest Region Board Meeting 9:00AM.
17th Newport Concours at Strawberry Farms Golf Course.
Info: Wally Clark 714-630-9202.

November

- 5-7th Drive to Furnace Creek
in Death Valley
- Tino Mingori invites you
to support your civic duty to enlist for
the run to Death Valley. A recruiting
form is on page 16.
- Please contact our event recruiter:
Tino Mingori:
tino.mingori@stanfordalumni.org
310-474-8769



- 7th Best of France and Italy Car Show and Swap Meet at Woodley Park in Van Nuys, CA.
Info: 626-797-4221.
13th Southwest Region Board Meeting 9:00AM.

December

- 19th Annual FCA Christmas party cruise of Newport Harbor Details to follow.
Info: Marv Landon 800-444-3374 ext
2350.

May 2005

- 29th Concorso Ferrari - Century City
All Ferrari Concours
Details to follow.
- Info: Marv Landon 800-444-3374
ext 2350.



FCA Southwest Region Board Meetings

Held the second Saturday of each month at 9:00AM at the Petersen Automotive Museum,
6060 Wilshire Blvd (at Fairfax), Los Angeles CA 90036 unless otherwise specified.

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612 Scaglietti



F40

Fifty Years of Ferrari on Rodeo Drive

Article and photos by Wally Clark

B E V E R L Y H I L L S

This past Father's Day, the organizers of the annual Rodeo Drive car show in Beverly Hills thought it would be nice to have a Ferrari display that celebrated 50 years of Ferrari in America.

When I found out about it, there was only about two weeks to go until the show date! With Shin Takei's help, we put together a display of cars to get nearly one for every year from 1954 to 2004. There were some gaps, but the selected cars made a good show. Trophies were given out for the best car in each decade.

Ferraris on display ranged from Tom Shaughnessy's 250 Europa, Bruce Meyer's ex Von Neuman 625TR, John Clinard's 250 Series I California Spider, two 250 SWB's, Dr. Ron's Lusso, a comp 275, two Daytona Spiders (both black!), a 365 California Spider, Morris Kessler's F40, all the way to a new 612 Scaglietti.

My thanks to all the FCA members who were able to show their cars on such short notice. **SF**



Bruce Meyer's 250 SWB and 625 TR



Row of Ferraris



California Spiders

A 250 Europa and 250 Zagato share Rodeo with a 360.



Twin Daytona Spiders

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FCA Tune-Up Drive

Sunday, September 19, 2004



Tex K. Otto

On Sunday, September 19, members of the FCA-SW will once again enjoy a wonderful morning of motor-ing through the beautiful and varied California landscape north of Los Angeles. Last year's outing greeted us with blue sunny skies and crisp air. An interesting and scenic back road route has been selected where you can enjoy the beauty of the landscape along with the sound of your favorite Italian machinery. You'll get a chance to see a few trees, and enjoy a touch of fall color.

Our destination will be the lovely Restaurant Le Chene, a quaint historic structure built largely of natural river rocks. At one time this building housed a gas station and auto repair shop, but now there is little trace of this former activity. In recent years the building has been transformed into a lovely country restaurant serving fine French cuisine. Find a safe spot in the ample off street parking area, and then stroll inside for a refreshing beverage and tempting Brunch in the French style. Relax and spend some time enjoying the food, the natural surroundings, and the company of fellow Ferrari owners. Here is a chance for a brief escape from the pressures of city life. So join us for a spirited drive to keep your car healthy. You'll like it to!

Sign ups: To sign up for this event, fill out the form shown below and send it to the club office (address below). Directions to the starting point will be emailed to all participants approximately one week before the event. The cost is a mere \$24.00 per person.

Tino Mingori and Bob Boas are co-organizers for this event. Please contact one of us if you have questions:

Tino Mingori: tino.mingori@stanfordalumni.org; 310-474-8769, Bob Boas: bboas@earthlink.net, 310-454-6671.

We hope you will decide to join us in September.

Sign up for the Angeles Forest Drive and Brunch, Sunday, September 19, 2004

PAYMENT DUE BY SEPTEMBER 9

Please mail reservation to:
Ferrari Club of America-Southwest Region
4358 Nogales Drive, Tarzana, CA 91356

or fax to club office:
818-343-0859

Number Attending _____ at \$24.00 per person = Total Remittance \$ _____

Name of all Participants _____

Address _____ City _____ State _____ Zip _____

Email *Important!* _____ Day Phone _____

Paying by: _____ Check - Payable to Ferrari Club of America Southwest Region

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Picnic at the Petersen

F E A T U R I N G T H E 2 7 5 A N D 3 3 0 G T

On a most beautiful sun drenched day in southern California, our club held it's annual Picnic at the Petersen which honored 50 years of Ferrari in America and featured the 275 and 330 GT models displayed in a special area near the museum entrance.

Members brought a wide selection of their concours ready Ferraris: from Bruce Meyer's Le Mans winning 1960 250 SWB to the newest 360 Challenge Stradale, plus nearly every model in between.

The yearly event offered free admission to the world renown Petersen Automobile Museum and included a complementary lunch as your Club's way of thanking our membership for their support of the Southwest Region of the Ferrari Club of America.

This gathering also functioned to elect board members. Bill Inglis announced that Kevork Hazarian, Brian Quadt and Demetri Zafiris were re-elected and will be continuing board members. Continuing club directors are Carlos Amato, Murray Cogan, Bill Inglis, Marv Landon, Walter Meyer, Tino Mingori and Don West. Thank you to our whole board of directors for your hard work and participation!



Article by Tex K. Otto
Photos by Wally Clark, Tom Brockmiller and author



Don and Sally West offered for sale the remaining merchandise of the 2002 FCALA International Meet with very few items left at the end of the day. New FCASW regalia exclusively for members was also on display which include a polo shirt, cap, sweatshirt, driving jacket and robe. An order form is conveniently located in the inside back cover of this issue for member's only apparel.

We wish to thank the Petersen Automotive Museum for allowing our club to hold our annual election picnic at their fantastic facility, Burger 'n' Pie for the delicious lunch and appreciation to our supportive members for sharing their Ferraris. **SF**



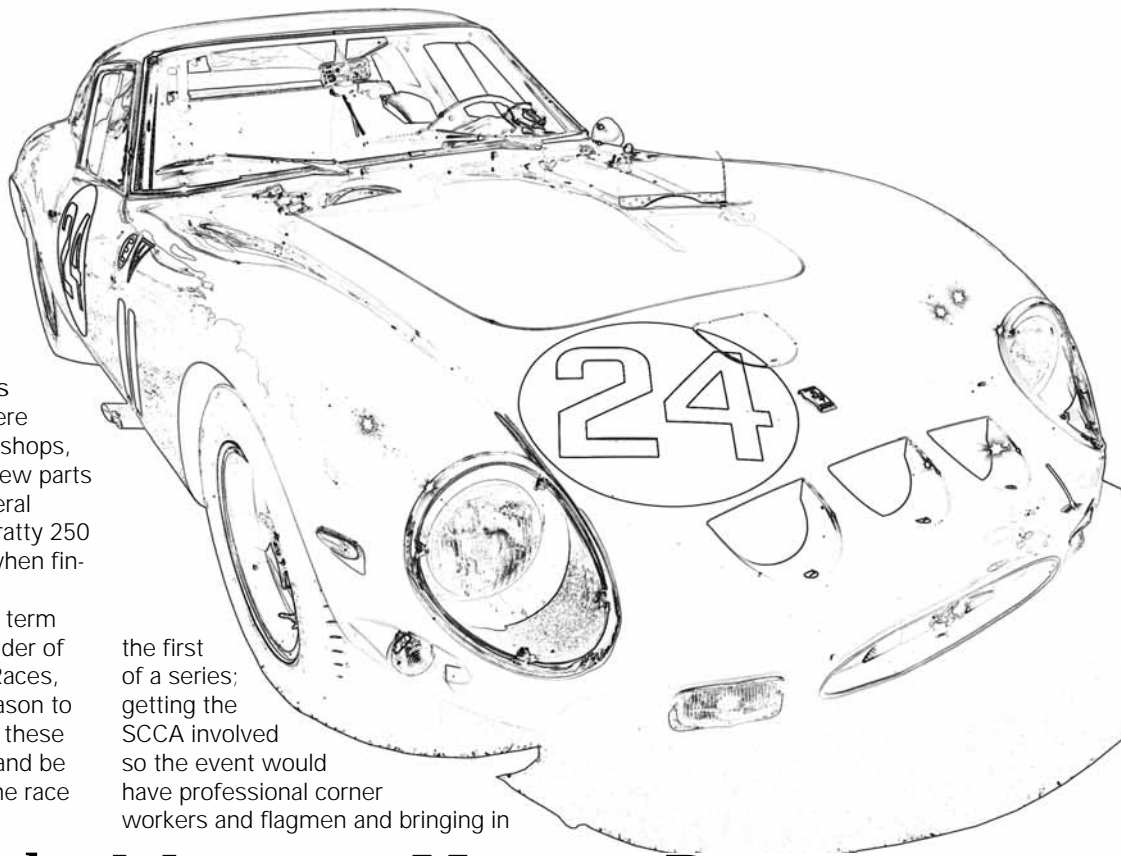
By Michael Sheehan

Tex K. Otto Photo illustration

Unless you have been active in the Ferrari world for over 30 years, it's hard to comprehend a time when Ferraris were merely old and very-used-up race cars, when 250 SWBs were \$3,500, 250 GTOs were \$7,500, and buyers were few and far between. There were no Ferrari focused restoration shops, very few Ferrari service shops and few parts available, for who would spend several thousand dollars fixing up a \$2,500 ratty 250 SWB only to have it worth \$3,500 when finished?

We can thank Steve Earle, long term Ferrari owner, Ferrari racer and founder of the Monterey Historic Automobile Races, for giving the vintage car world a reason to own these cars and a venue to take these cars to, to use, to enjoy and to see and be seen in their natural environment, the race track.

the first of a series; getting the SCCA involved so the event would have professional corner workers and flagmen and bringing in



Ferrari and the Monterey Historic Races

S T E V E E A R L E A N D A F E W F R I E N D S

As an active racer Steve Earle owned and sponsored 512 S s/n 1040 in the Can-Am series in mid 1970, entered by Hollywood Sports Cars and raced by Jim Adams and, in late 1970, Steve owned and sponsored 612 Ferrari Can-Am car s/n 0866 (with fellow Ferrari enthusiast Chris Cord) as "Ferrari West Earle-Cord Racing" with Jim Adams again as the driver. Steve has also owned numerous "old race cars" such as 250 LM s/n 6107, (the San Francisco Show car), purchased new in November 1964 from Rezzaghi Motors in San Francisco and used as a street car; not one but two 250 TRs, 250 TR s/n 666 TR, purchased in 1966 and 250 TR s/n 710 TR purchased in the late 1960s. Steve also owned not one, but two 250 GTOs, 250 GTO s/n 5571, purchased in 1966, and 250 GTO s/n 4293 purchased in 1968, and, last but not least, 412 MI s/n 0744 MI purchased in 1974.

For the original race in 1974, Steve literally called friends and friends of friends, to assemble a field of 67 cars, watched by less than 1,000 spectators. From the beginning Steve did it right, choosing the natural amphitheatre of Laguna Seca raceway (and the immediate proximity of the charms of Monterey, Carmel and Pebble Beach) as his venue, rather than the dust bowls and bleak surroundings of Willow Springs or Riverside raceway; promoting the first year's event as

Peter Talbot as Chief Steward to organize the drivers' meeting and enforce very strict rules. The entire event flowed smoothly and was successful from day one! Indeed, at the first event in 1974, 250 GTO s/n 4293 and 412 MI s/n 0744 MI were owned, entered and driven by the enthusiastic Steve Earle.

From its humble beginning in 1974, Ferraris have been a large part of the Monterey historics. Indeed, 1974 was a de facto Ferrari year because Steve Earle and many of his friends were Ferrari owners, and of the 67 entrants in the program, 20 were Ferraris. Ferrari was the featured Marque in 1984, with about 700 "spectators" Ferraris in attendance; again in 1994, with about 1,000 "spectators" Ferraris in attendance and again this year, so the featured cars are revolved every ten years, with this year's program including 406 entries of which 76 are Ferraris. For 2004 there were certainly be well over 1,000 "spectators" Ferraris.

With Ferrari as this year's featured marque, Steve has made a special effort to turn out the finest collection of racing "prancing horses" ever gathered, with more than thirty 250 Testa Rossas and 250 GTOs featured in Saturday's race groups. To celebrate its over-powering success in Formula 1, the Ferrari factory is bringing a current Michael

Schumacher F1 car and as many as six Ferrari Formula 1 cars from the 1997-2001 era, as well as the historic F1 cars running in the three-liter class as part of Sunday's events.

Held on the third weekend in August, as a companion event to the Pebble Beach Concours, the Monterey Historic Races have evolved into a massive gathering of automotive enthusiasts from all over the world, and just as Pebble Beach is "the" venue to show the rarest, most exotic classic cars, the Monterey Historics at Laguna Seca is "the" venue to race the rarest, most famous classic racecars. Over the years multiple auction houses such as RM, Gooding and Company, Christie's, Bonhams, Kruse and Russo and Steele have joined the mix, giving every enthusiast an overwhelming choice of venue and attractions. Add in Concorso Italiano, the Quail, the multitude of club meets, automobilia events, and this year backed up by the Ferrari Club of America annual meet, this year's Monterey Historics will be automotive Mecca for the Tifosi.

Thank you Steve, for promoting and providing a great venue to showcase the tradition and fascination that is Ferrari by exposing both die-hard old fans and new generations to the sound of small displacement V12's and their fewer-cylindered brethren being exercised con brio. **SF**

Automotive Events of Interest

Events where you can show or drive your Ferrari

S E P T E M B E R

- 15th Motorsports High Speed Driving Clinic at Willow Springs Raceway
Info: Michael Lederman 310-721-2516.
- 19th Palos Verdes Concours at the beautiful Rolling Hills Country Club. Easy access on to lush fairways with lots of trees. There will be several Ferrari classes of early competition and pre 1972 cars.
Info: Don West 310-378-2954 or Ron Pinto 310-721-1932.
- 19th Crystal Cove Coastline Car Classic car show sponsored by Corona del Mar Chamber of Commerce.
Open to all Ferraris. Info and entry form, Wally Clark 714-630-9202.
- 26th Autry Museum of Western Heritage Tour and Garden Party
Info: FOC Robert DePietro 323-257-4253

O C T O B E R

- 2nd Corona AirFaire 2004, Corona Airport, Aircrafts, Fun and Lunch
Info: FOC Gary Opp 714-997-0220.

N O V E M B E R

- 6-7th Open track event with Pantera Club at Willow Springs Raceway
Info: Kevork Hazarian 818-755-9555.



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Event sign up

Fall Ferrari Fun at Furnace Creek

Death Valley, boundless and bare. The lone and level sands stretch far away.

November 5-7, 2004

Previous event registrations told our members about the wide-open spaces, the golden sunsets, the star filled evening skies and the 120 miles of sweeping, traffic free 2-lane blacktop passing through the lowest point in North America. They also told about the garden oasis and the naturally heated swimming pool at the beautiful Furnace Creek Inn, our Death Valley destination. They described the sounds of the gently rustling palms and the small creek that flows through the hotel grounds. What new enticements could add to the allure of this place?

I learned that the Furnace Creek Inn opened in 1927, is one of 203 members of the National Trust Historic Hotels of America. The adobe bricks were hand made by Paiute and Shoshone laborers. A Spanish stone-mason named Steve Esteves created the Moorish influenced stonework. Meandering gardens and Deglet Noor palm trees were planted on the grounds. The warm, spring fed swimming pool was constructed with views of the surrounding mountains and valley below and it has become the centerpiece of the hotel. The Furnace Creek Inn was designed as an elegant, world class destination in a quiet, remote setting.

Things are pretty laid back in Death Valley. I was surprised to learn that Death Valley has a Chamber of Commerce. Their website says "Please check back soon." The Furnace Creek Inn website Current News section offers absolutely no current news in Death Valley. Perhaps a couple of days in a magnificent setting without commerce or current news will sound good to you on November 5. If so, please join us on the 2004 Election Edition of the Ferrari Run to Furnace Creek.

Tino Mingori, Event Chairman

On November 2, VOTE to put America
on the Road to a Bright Future

*On November 5, VOTE to put your
Ferrari on the Road to Death Valley*



2004 Death Valley Ferrari Weekend Event itinerary



A two-night stay is scheduled. We will arrive Friday afternoon in time for a swim in the inviting natural pool. On Friday evening, something new and special is in store. A lovely buffet dinner will be served in the grassy garden oasis near the pool. Live western singers will serenade us as the sun sets behind the Panamint Mountain Range.

Saturday is a free day to explore the Valley. There are several delightful hikes nearby. Death Valley is usually quite comfortable in November. The blazing record temperatures the valley is famous for occur in July and August. Some may wish to sign

up for an early morning horseback ride in the hills behind the Inn. You can ride the high country on a four legged prancing horse or drive to Scotty's Castle on the four wheeled variety. For many, a day lounging by the pool will be the "activity" of choice. where you and friends can contemplate the Inn's motto: "Disappear Here." As the evening sky changes from radiant gold to star filled violet, join us for a cocktail party on a private pavilion that affords a panoramic view of the valley from high atop the Inn. Then prepare for a relaxed evening meal in the lovely main dining room.

Please reserve () room(s) at the Furnace Creek Inn @ \$645.00.

The cost of the event is \$645 and includes two nights lodging at the Furnace Creek Inn, a buffet dinner in the oasis under the stars with our own cowboy musicians (Friday), and the pre-dinner gathering high atop the Inn (Saturday). Alcoholic beverages and the Saturday evening dinner are not included.

Reserve your spot by sending in your form and remittance now. You'll be sorry if you miss out.

Mail to:

Ferrari Club of America
4358 Nogales Drive
Tarzana, CA 91356

or Fax to: (818) 343-0859

Event information: Tino Mingori

Email: tino.mingori@stanfordalumni.org

Phone: 310-474-8769

The website of the Inn is:

www.furnacecreekresort.com

SIGN UP - PLEASE PRINT CLEARLY

2004 Death Valley Ferrari Weekend

November 5-7, 2004 Deadline for sign ups is October 20!

Name(s) _____

Address _____

City State Zip _____

Phone _____

Email _____

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Account # _____/_____/_____/_____

Exp Date ____/____

Name on Card _____

Signature _____

Thank you for your continued support of the FCA Southwest Region.



The Ferrari logotype was spelled out with participant's red cars at Concorso Italiano.



Monterey Weekend

F E R R A R I S E V E R Y W H E R E

CONCORSO ITALIANO ▲

This ever growing event is in its second year at the Black Horse Golf Course. Over 570 Ferraris joined the 1,600 cars which covered vast greens with decades of Italian rolling sculpture. Rows of tents were filled with artistic impressions and rare artifacts to adorn the home or garage of exotic car enthusiasts.

MONTEREY HISTORICS ▼

It was advised to wear sunglasses on Saturday to avoid retina burn as the center paddock area was glowing with a river of red Ferraris. The pits held some of the most historically significant racing Ferraris on the planet whose series types read like secret code: SWBs, GTOs, TDFs, LMs, and P4s. All were poised with their drivers to challenge Laguna Seca raceway in their respective race group.

The depth of prancing horse competition cars which were assembled by event founder and organizer Steve Earle is symbolized by seeing 17 GTOs and 6 SWBs on the track in Group 7A. Seeing and hearing these thoroughbreds being ran through their paces caused spectator's hair to stand on end with the shrill of hot-rodded Columbo V-12s maxed to their redlines.

Article by Tex K. Otto

Photos by the author and Wally Clark



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PARADE LAP CRASH

Many Ferrari drivers were in anticipation of the Saturday noontime Ferrari Parade Lap which the FCA Pacific Region organizers did a fantastic job of coordinating. Unfortunately, in spite of their best efforts, the Parade Lap was cancelled. Several non-registered parade crashers who hadn't signed the waiver, as well as numerous impatient registered drivers, ruined the unique opportunity for Ferrari drivers to cruise the corkscrew. Ego-boasted drivers wedged their newer model cars to the front of the formation despite the cars being placed chronologically to honor fifty years of Ferrari in America. This accident waiting to happen caused the race organizers to cancel the parade lap as the cars would not be able to orderly and timely stream out onto the track. Within minutes of the announcement of the parade lap cancellation, all of the errantly placed cars mysteriously disappeared.

The organizers had a great time planned for the registered participants. But because of a number of discourteous drivers, no one was able to enjoy the fun. If someone wants to be at the front of an event, and there always seems to be at least a dozen Type-A personality types who regularly do so, they should put in all of the hours of time to coordinate an event and lead the way.

There was report of an incident at turn 6, but this was not the reason the parade lap was cancelled.

PEBBLE BEACH ▼

The quiet elegance of the Del Monte Lodge sets the tone of this grand Concours d'Elegance. The finest automobiles in the world are assembled for us to experience.

Ferraris were one of the featured marques with open, speciale closed, competition cars and major race winners presented for judging. Each of these categories reinforced the diversity of Ferrari: from sporting motorcar to enjoy a week-end away to the brutish warrior capable of conquering the world's challengers. **SF**





FERRARIS AT THE BARNYARD ▼

Khaki's of Carmel hosted a their annual Ferrari event at the Barnyard. The social gathering allowed for a quiet retreat from the hectic activities of the weekend where wine and appetizers were served. Thanks to Bob and Linda for coordinating the event. **SF**



SAVE THE DATE

CONCORSO FERRARI

SUNDAY, MAY 29, 2005
AVENUE OF THE STARS
LOS ANGELES, CALIFORNIA

Ferrari Club of America
Southwest Region

Concours at the Quail



2004 FCA Monterey Annual Meet

Article and Photos by Wally Clark

I had been in Monterey since the previous Thursday having had one of my cars shipped up for display at Concorso Italiano and helping set up the field at Black Horse Golf Club. I know there were others there from before that, so the FCA meet the following week made for a long week! But it was fun and there were so many Ferraris in Monterey and Carmel, every day cars were rarely seen! After seeing the spectacular Ferrari display at Pebble Beach and the one last auction of the weekend (Goodings) at Pebble Beach Sunday night, it was time to register for the annual meet.

Monday morning started with a buffet breakfast at the host hotel where bright and early Dane Conklin gave everyone the update on the Rally which was to start at 9:00 AM. I was set to run the Rally as the first Sweep Car, which was to go out after the first 60 cars or so to make sure no one was stranded on the route. My navigator, Chris Young of Toyo Tires, had the radio and we kept in touch with Rally central on the progress of the event. I have to say the event was really fun. Although we did not answer the questions on the instructions we were looking for the answers along the way with everyone else. You should have seen the chaos! Ferraris were everywhere trying to double back to find the sign they missed. Some of the questions were tough, but it helped keep the speeds down.

As we left the first check point headed for Carmel, I looked in my rearview mirror and saw the 1962 Ferrari 330TRI/LM that won Le Mans in 1962 (Phil Hill and Olivier Gendebien) blasting up behind us! Yes, car owner Jim Spiro drove the entire Rally in the car. His only comment was that he had to keep it going as it would get a little hot in traffic! I'm happy to say there was no one stranded on the route and everyone made it to the end which was at Laguna Seca Raceway. The Rally ended with a boxed lunch for all partici-

pants and a chance to run several laps on the racetrack. I wasn't able to stay for the awards banquet, but I heard that our own Jeff Littrell won the Rally!

Next day was the annual meet Concours at the Quail Lodge. Chris and I helped lay out the field for this event on Monday afternoon and there were 200 cars anticipated to be on the field. The quality of the cars had to be seen to be believed. The early classes had some very rare cars and almost every class was full. The judges had their hands full, as it looked to me like every one of the cars should have earned a Platinum award! The size and quality of this event was a fitting tribute to Ed Gilbertson and his wife Sherry, who are stepping down as the Chief Judges for the FCA after this event.

For me this was probably the best Monterey weekend I have been to since first going in 1984! **SF**



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Get on Track at Driving School Events

Passionate Ferrari Drivers

Article by: Kevork Hazarian



We all get excited about the experience and thrill of driving our Ferraris at high speeds at a safe and organized track event. Track event committee members Marv Landon, Tom Brockmiller, and Kevork Hazarian, have organized and made possible numerous open track driving events throughout the year in order to accommodate all of our passionate members in perfecting their driving skills in a safe and fun manner.

Singularly, Michael Lederman is the master in organizing his high speed driving schools and has done so for many years. Many of us are already familiar with the benefits that we received from these "first class" events along with the thrilling satisfaction of learning to drive well, at speed...

Safety is our essential priority and with the development of computerized technology in newer model Ferraris it has become even easier to perform the mandated professional "technical inspection" prior to every track event. This serves to prevent track "incidences" and provides the confidence and peace of mind required.

As a shop owner and expert in Ferrari service and repair, I am passionate for perfection and safety in our Ferraris.

In track events or maintenance I see this same degree of professionalism to detail from the proud owners and technicians of The Auto Gallery, the Woodland Hills Ferrari and Maserati dealership. This state of the art facility with its knowledgeable and courteous staff is well known for achieving customer satisfaction. On behalf of the Ferrari Club of America, Southwest Region, we would like to thank Harry Gray and Tony Schwartz for being such fine gentlemen and always being supportive of our club member's needs. Please watch for upcoming track events in our calendar. **SF**



Track Events

Drive your Ferrari the way Enzo intended

tarmac

tires

hairpin

redline

shifting

braking

apex

at speed

September

15th

Motorsports High Speed Driving Clinic at Willow Springs Raceway
Info: Michael Lederman 310-721-2516.

November

6-7

Open track event with Pantera Club at Willow Springs Raceway
Info: Kevork Hazarian 818-755-9555.

We regularly schedule Kart Driving Schools throughout the year for Adults and Youths. These schools are both fun and a great learning experience for current and future drivers of all ages.

Contact Kevork at 818-755-9555 to be placed on a contact list for future Kart activities.



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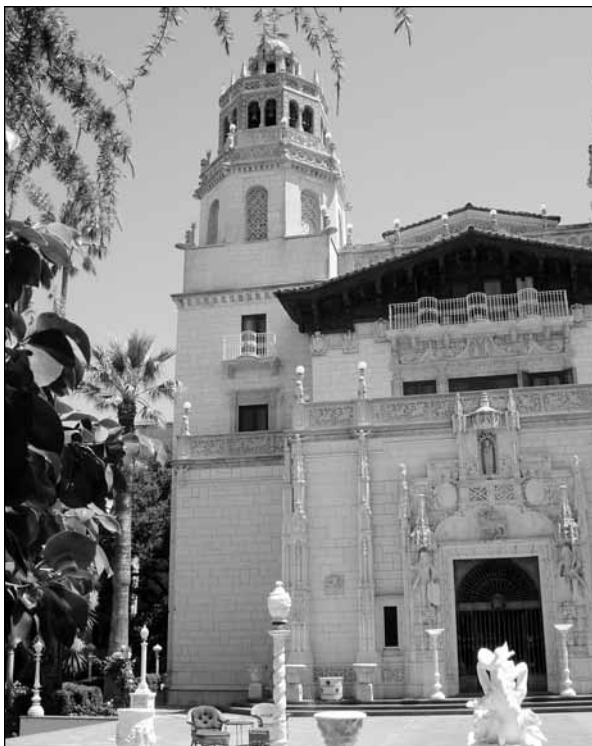
Ferrari Club of America
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CAVALLINO CLASSIC



Hearst Castle Ride & Drive

Article and photos by Tony Cole, Walter Meyer and Carlos Amato

In 1919 somewhere along the California coast William Randolph Hearst told architect Julia Morgan: "Miss Morgan, we are tired of camping out in the open at the ranch in San Simeon and I would like to build a little something."

On October 5, 1919 in Parma, Italy, Enzo Ferrari had his racing debut on the uphill Parma-Poggio di Berceto race in his CMN. He came in fourth.

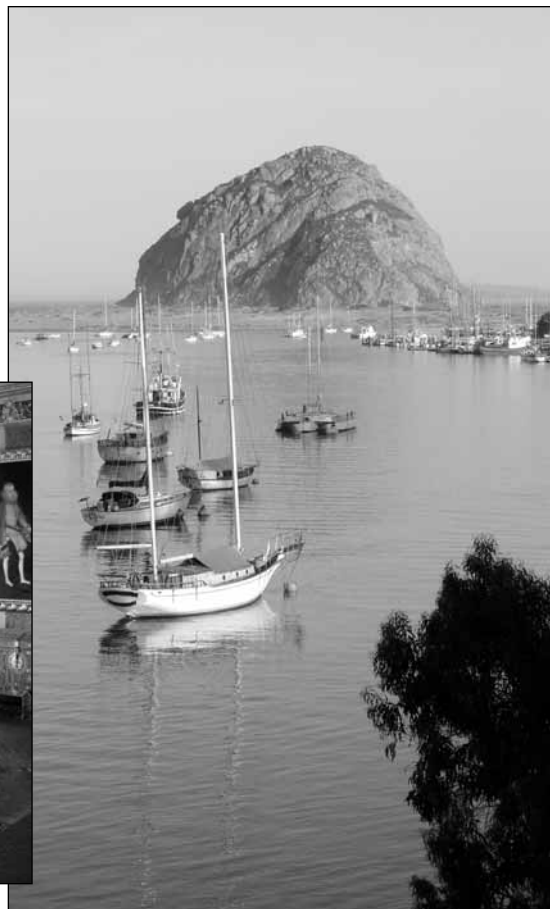
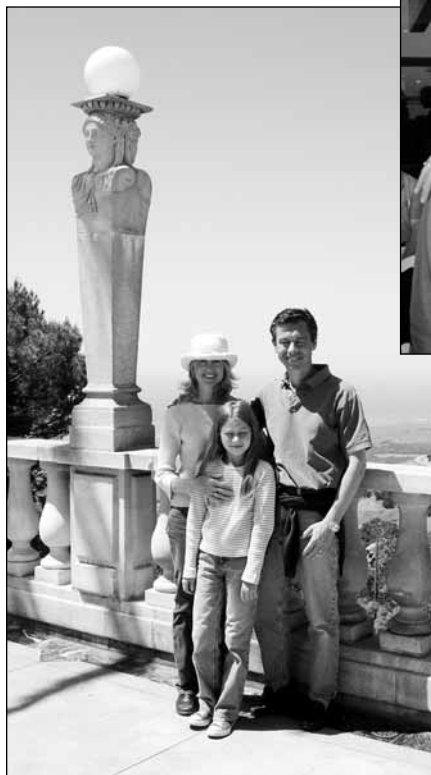
As we would learn on our visit to "La Cuesta Encantada" (The Enchanted Hill) at Hearst Castle, the parallels in the lives

of these two great men continued for many years. William Randolph Hearst and Morgans collaboration became one of the world's greatest showplaces; a 165 room estate with 127 acres of gardens on a 250,000 acre property. Enzo Ferrari went on to build the greatest and most successful racing marque in history.

So last May, twenty eight prancing ponies gathered to share a fun weekend of spirited scenic driving, dining, good company and see what the castle was all about.

It was indeed a wonderful day for a drive and drive we did!! Our route took us over some of the most beautiful and sometimes challenging roads in Southern California. In a little





over six hours including lunch we covered over 250 miles, starting in Calabasas, up the 101 to Ojai, over the beautiful mountains of the Los Padres National Forest, paralleling the Twitchell Reservoir and crossing the wide open area of Huasna and Nipomo Valleys.

After lunch we stayed off the freeways and journeyed through the small towns of Crero Romualdo, Los Osos, Cuesta-By-The-Sea and Barwood. The drive ended with our arrival at The Inn At Morro Bay which is located in the Morro Bay State Park. There were smiles all around as all the prancing horses had successfully met the challenge of the day.

Since there were plenty of stories to be told from the day, we all met again for drinks on the outdoor deck overlooking the Morro (Spanish for rock) bay. It was quite a site to witness the sun setting behind the 20 million year old, six story former volcano (named in 1542 by explorer Juan Cabrillo).

The conversation and friendship continued to flow as we moved to the Morro room for a wonderful buffet dinner. There we dined on Prime Rib surrounded by the oil and watercolor seascapes painted by local artists. (ed. note: and some oil and water marks from under the cars parked just outside). The night ended back out on the deck under a full moon, enjoying wonderful company, drinks and jazz coming from quartet in the nearby lounge.

The following morning after breakfast we departed to drive to the Castle and were greeted by a private guide who directed us to our reserved parking lot. The tour began at the screen theater showing the resident film *Hearst Castle, Building the Dream*. Its original cinematography combined with vintage clips and stills from the 1920s and '30s allowed us to experience the building and background of the Castle on

a 5-story screen. The tour took us through Esplanade and Gardens, Casa Grande, the Neptune pool and ended at the Roman Pool, an indoor oasis decorated from ceiling to floor with 1" square mosaic tiles.

We then returned to LA but not without other interesting stops along the way. A group of us had lunch in the historic town of Cambria and had tea in Santa Barbara.

We hope to see you again next year. **SF**



Automotive Statistics and Oddities

Reported by Tambi R. Otto

- In 1984, the state of New York became the last of the United States to put photographs on drivers' licenses.
- If all of the streets in New York City were put in a straight line, it would stretch from NYC to Japan.
- In 1900, one-third of all automobiles in New York City were powered by electricity.
- In 1868, the first traffic signals called "semaphores" were installed in London, England.
- The first STOP sign was installed in Detroit.
- The first turn indicators on cars were box-type arrow indicators that were mounted on each side of the rear number plate. They first appeared in the United States in 1926.
- Cell phones are probably one of the biggest safety concerns in traffic history. It has been estimated that over 110 million people use cell phones in the United States.
- A recent study identified talking on a cell phone while behind the wheel as roughly equivalent to having consumed two strong drinks of alcohol. Although it's not illegal, here's the best advice for talking on a cell-phone while driving: DON'T!
- The world's first installed parking meter was in Oklahoma City, on July 16, 1935. Carl C. Magee, of Oklahoma City, Oklahoma, is generally credited with originating the parking meter. He filed for a patent for a "coin controlled parking meter" on May 13, 1935. The fee was one penny for twenty minutes.
- The first US penny had the motto "Mind your own business."



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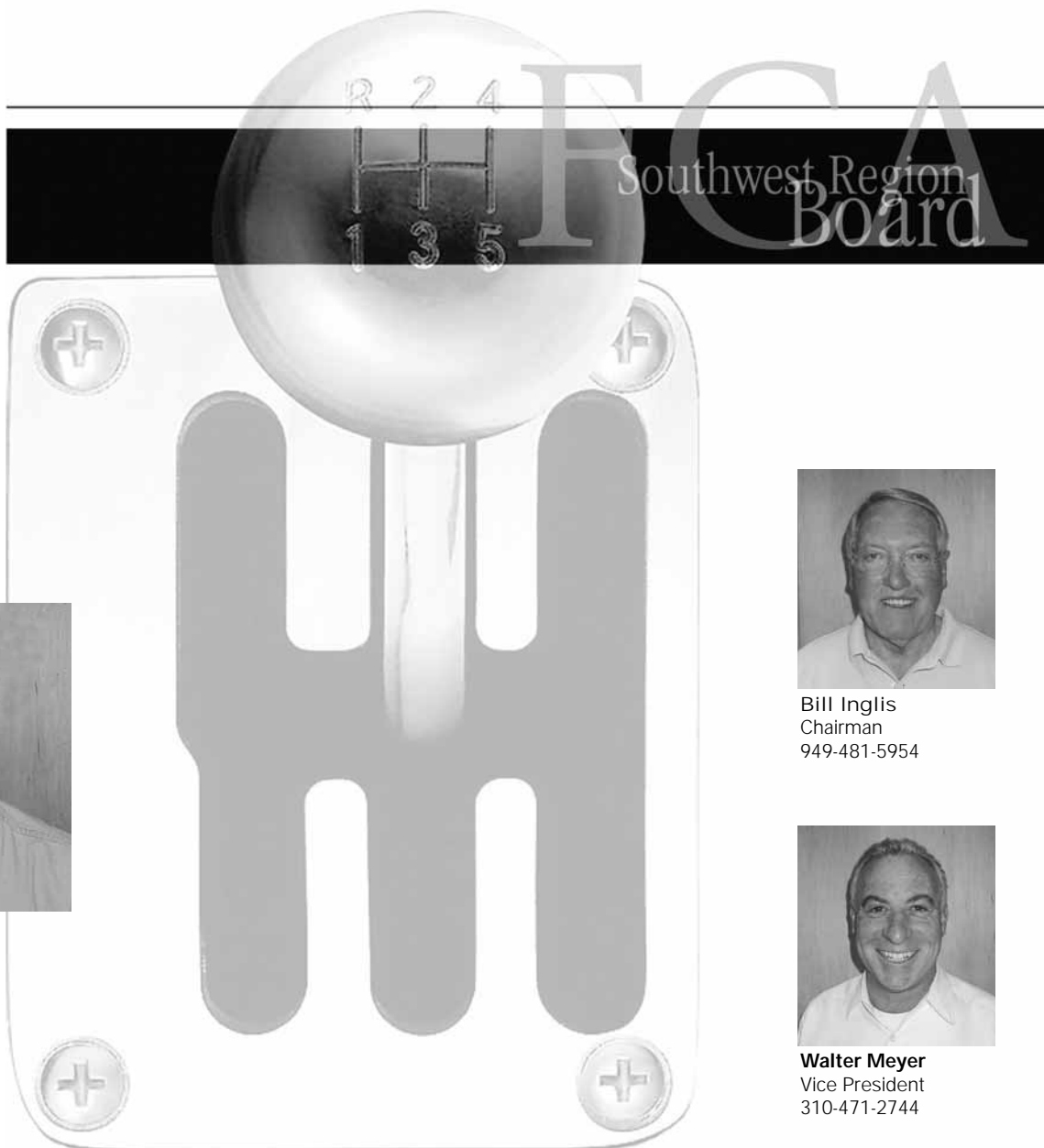
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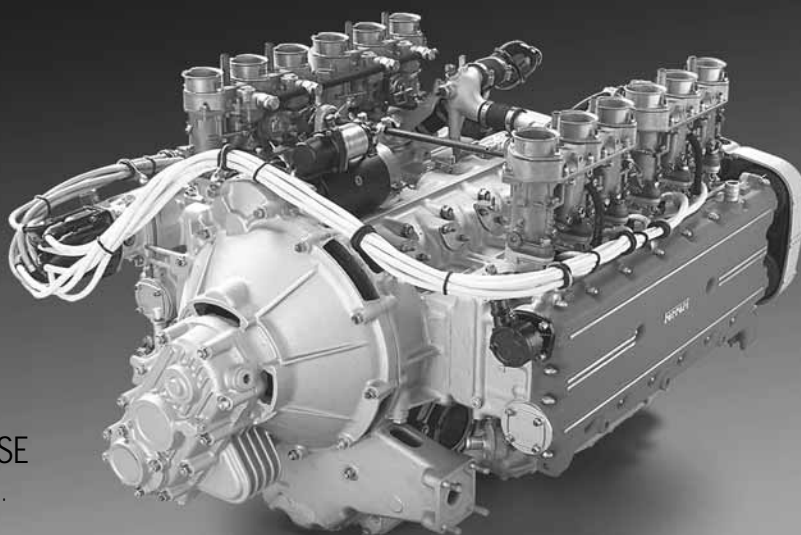


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Lloyd Petrash, Rancho Santa Fe
Jackson Rowland, Atascadero
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<input type="checkbox"/> black with red logo <input type="checkbox"/> khaki with black logo <input type="checkbox"/> khaki with faded blue bill, black logo				
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D



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