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SempreFerrari

Magazine of the Ferrari Club of America Southwest Region



5/6

2007

Volume 14 Issue 3

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PRESIDENT'S MESSAGE

Dear FCA Members:

As I write this President's Message, I ponder the thought that the next one I write for the July/August *Sempre Ferrari* will be my last as my term as President/Regional Director comes to a close. The past two memorable years have flown by, as it seems like only yesterday that I presided over my first Board of Director's meeting as your President.

Included in this issue is our ballot for election of Board of Directors. This year there are 8 candidates for 5 openings on the Board. I encourage everyone to read the candidates biographies and cast your votes on the ballot enclosed. The results of the election will be announced on June 23rd when we return to the Petersen Automotive Museum for our Annual Meeting. This year's event will have a Western theme, so saddle up your prancing horse and come to enjoy a barbecue lunch, live music and a Ferrari corral featuring the super stallions of F40s, F50s and Enzos. For details please see the event information page in the center registration section in this *Sempre Ferrari*.

I would like to take a moment to give tribute and reflect on the passing of Robert E. Petersen, one of our generation's greatest automotive enthusiasts and philanthropists. "Firmly established as an American success story, Mr. Petersen had one lasting vision: an educational museum to pay tribute to the automobile. On June 11, 1994, the lifelong dream of Robert E. Petersen was fulfilled with the opening of a 300,000 square foot automotive museum named in his honor, made possible by his \$30 million endowment. Dick Messer said, "What made him so special was that he gave every ounce of his energy and abilities to his dreams. He was a quiet man who truly became an American icon. He made his living doing things he loved and he found success at every turn. The way he lived his life, always looking for ways to give back in return for the success he enjoyed, made you proud to count him as a friend. The museum is now his legacy." I would like to express our appreciation to Mr. Petersen and Dick Messer, Director of the Museum, for their continued support of the FCA Southwest Region.

On another note, in March my wife Pam and I had the fortune of attending the Gourmet Ride and Drive to Atascadero spearheaded by Doug and Joan Prestine. The event was kicked off the night before with a special dinner hosted at the Prestine's home where all participants were able to get acquainted for the upcoming drive. The driving was exhilarating as we literally crossed the width of the state of California twice, followed by lunch in the Robert Hall Winery caverns. (And, that was just half of the event!) Enjoy Doug's article in this *Sempre Ferrari* and thank you Doug and Joan for your planning down to every last detail.

As you can see in our Calendar of Events, our spring is full of FCA Southwest Region events. By the time this issue reaches our members, we will have kicked-off April with our first annual FCA/CHP 11-99 Foundation Golf Tournament at Robinson Ranch and the Ojai Ride & Drive with brunch. Look for recaps in the next *Sempre*. In May we begin with our Corona Airport Open House followed by our Karting event at Adams Kart Track. Our calendar offers a full range of events for our members and I look forward to seeing you at all of these great events.

See you on the road or autostrade!

Walter B. Meyer

Regional Director / President

Ferrari Club of America, Southwest Region 2005-2007

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Mark Process

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Sempre Ferrari

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Southwest Region Board

These dedicated members organize events for our Club. Our thanks to them for providing us opportunities to enjoy our Ferraris and share the friendship of fellow Club members.



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Jeff Littrell
Webmaster

Debi Cherko
Club Administration



We look
forward
to your
participation
at our
events!



FCA Southwest Region events in **bold**

May 2007

- 6th Corona Airport Open House** Airplane owners will have their hangers open and welcome us to enjoy their pampered flying machines. Special Ferrari parking on the runway terrace apron. Enjoy a relaxing day with Mexican buffet lunch. Info: Don West 310-378-2954. Event Information page **R2**.
- 12th Southwest Region Board Meeting** 9:00 AM.
- 12th Go Kart Racing School at Adams Karting** in Riverside, CA. Arrive by 4:30 PM for four hours of fun. All instruction and safety standards included. BBQ steak dinner after racing school. Info: Kevork Hazarian 818-755-9555. Event Registration page **R3**.
- 19th Ferrari Concorso Las Vegas - Celebration of 60 years of Ferrari.** Judged classes for Ferraris plus other categories for exotics and other special marques. To be held at Northern Trust Bank, 1995 Village Center Circle in Summerlin, NV, Info: Carla Lindert at clindert@cox.net or 702-274-5525.
- 27th Ferrari & Maserati of Newport Beach Monaco Grand Prix Viewing & Brunch** 9 AM until Noon. Race viewing starts at 10 AM. Brunch by Panini, tech session with John Amette, test drive new Maserati Quattroporte Automatica. 1000 West Coast Highway, Newport Beach, CA 92663. Limited parking and reservations must be made early. Info: Wally Clark 714-630-9202, Tom Brockmiller 949-716-2395. Event Information page **R4**.

June

- 3rd Los Angeles Concours at the Rose Bowl Event** 10 AM - 4 PM 350 classic, exotic and vintage race cars on 25 acres of lush, green lawns. Info: 323.469.1973.
- 9th Southwest Region Board Meeting** 9:00AM.
- 9th David Friedman Memorial Run to Montecito** – Contact Justin Friedman at 818-227-0890 or Obi Okeke at the Auto Gallery 888-233-5015.
- 10th Montecito - Shine & Show Ferrari Only Car Show** Details to be announced. Info: Marv Landon 818-971-3300 ext 2350. Event Teaser page **R5**.
- 16-17th Ferrari Drivers Invited to Open Track Event at Buttonwillow Raceway** Safely run your car at speed on a road-racing course. Instructors for beginners. Info: Jim Saxton 818-755-9555. Event Information page **R6**.
- 23rd FCA Southwest Region Director's "Round-Up" Barbeque and Election Meeting** Petersen Automotive Museum. Featuring "Super Stallions" F40s, F50s and Enzos. Virtual GT racing simulator, BBQ lunch, live Western music, Ferrari corral with fun prizes, entrance to museum. 11 AM - 2 PM. Info: Marie Manvel 310-827-8360. Event Information page **R7**.

July

- 14th Southwest Region Board Meeting** 9:00AM.

August

- 11th Southwest Region Board Meeting** 9:00AM
- 16th Ride & Drive to Monterey** Thursday. Breakfast at The Auto Gallery in Calabasas 8 AM. Depart 9 AM, lunch at the Shore Cliff. Info: Jim Bindman cool4re@hotmail.com. Event Information page **R5**.
- 17-19th Monterey Weekend**
- 29th - Sept 2nd FCA National, Watkins Glen, NY** The Ferrari Club of America Annual Meet is a 5-day, national event surrounded by a renowned track, concours and hospitality center.

September

- 4-8th Ferrari Challenge Rally of Virginia**
- 8th Southwest Region Board Meeting** 9:00 AM
- 23rd Sherwood Shine & Show Picnic** Rick Principe. Details to be announced.

FCA Southwest Region Board Meetings - All Members Welcome!

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.

October

7th **Concours at Strawberry Farms**

13th **Southwest Region Board Meeting** 9:00 AM

26-28th **Avila Beach Ride, Rally and Concours** Details to be announced.

November

3-4th Ferrari Drivers Invited to Open Track Event at Willow Springs Raceway
Safely run your car at speed on a road-racing course. Instructors for beginners.
Info: Jim Saxton 818-755-9555.

10th **Southwest Region Board Meeting** 9:00 AM

OTHER AUTOMOTIVE EVENTS

August 12, 2007, Sunday afternoon FCA member, Robert De Pietro, is organizing a display of Ferraris on the tennis court as part of the Patrons of Italian Culture Ferragosto Event at Villa Francesca in the Los Feliz Hills. A buffet, entertainment and fashion show will be part of the garden festivities. If you are interested in displaying your Ferrari, please contact Robert De Pietro. Office: 323-257-4253, Cell: 323-314-0068, email: rdp.fdpands@sbcglobal.net.

IN YOUR AREA MONTHLY EVENTS HELD BY REGION AREA COORDINATORS

Meet Ferrari friends at a designated spot each month for an informal gathering. Everyone is welcome.

ORANGE/RIVERSIDE COUNTIES



TOM BROCKMILLER
949-716-2395
ferrariracer@cox.net

FIRST SUNDAY EACH MONTH

On the first Sunday of each month you can enjoy a buffet style brunch with an ocean view with fellow Ferrari owners and host Tom Brockmiller at the Dana Point Yacht Club. The price is only \$15 payable at the door with preferred parking allocated for your Ferrari. Arrive between 9 – 9:30 AM. The Dana Point Yacht Club is located at 24399 Dana Drive in Dana Point.

SAN FERNANDO VALLEY



MARK PROCESS
Area Coordinator Chairperson
818-906-2678
dszner35mm@juno.com

SECOND SUNDAY EACH MONTH

Join host Mark Process and fellow Ferrari owners on the second Sunday of each month for an informal "Show and Shine" at the Village Coffee Roaster in Woodland Hills. Breakfast is available at Labels Tables as well as a fine selection of coffees and teas at the Roaster. Interesting and rare vehicles are always the attraction as well as the exchange of car stories, racing news and club gossip. Arrive between 8:30 and 9 AM at 23351 Mullholland Drive, Woodland Hills.

WEST LOS ANGELES



DOUG PRESTINE
310-472-1187
dprestine@msn.com

FIRST SATURDAY EACH MONTH

Join Doug Prestine on the first Saturday of each month for a scenic drive through the Santa Monica Mountains and the camaraderie of fellow FCA driving enthusiasts. The tour typically ends at a destination restaurant for a no host lunch. Arrive before 9 AM at the Palisades Highlands shopping center located on Palisades Drive 1 block north of Sunset Blvd in West L.A. Coffee, breakfast snacks and rest rooms are available prior to departure.

SOUTH BAY



DON WEST
310-378-2954

EVERY SUNDAY EACH MONTH

Join FCA club raconteur Don West any Sunday morning at the St. Honore Café (the umbrellas) for an informal coffee and lunch. Meet and mingle with fellow South Bay members. Arrive at 12 noon at 2201 Palos Verdes Drive West, Lunada Bay, Palos Verdes.

VENTURA COUNTY



GUY BROWNING
805-654-0693
805-340-4225 Cell
browningllc@yahoo.com

FIRST SUNDAY EACH MONTH

The Ventura meet is changing locations. To get additional information call Guy at 805-340-4225 or email: browningllc@yahoo.com.

Ferrari STORE



BEVERLY CENTER

FERRARI STORE GRAND OPENING

Article By
Wally Clark

Photos By
Ferrari SpA

There is a new Ferrari Store in Los Angeles at the Beverly Center, which is on the edge of Beverly Hills on La Cienega. On Sunday evening, March 25, 2007 Ferrari North America had a grand opening cocktail party to show off the new store.

It is planned to have several more of these stores in the U.S., the only other one at this time is in the Wynn Resort in Las Vegas. This is Ferrari's way of marketing all their clothing lines, accessories and models for us to spend our money on. Each store is outfitted in the same design theme with specially designed fixtures for all the merchandise and a replica Ferrari F-1 car in the front picture window.

FCA Southwest Region member Tony Nobles is one of the owners and he was gracious enough to get invitations for those of us who wanted to go. There were about 150 people attending the reception. Speeches were made by Ferrari officials and the Ferrari 60th Anniversary Baton was shown to the crowd. The anniversary rally made a stop here over the weekend before moving on across the U.S.

There were many Ferraris in a special parking area in the parking garage headlined by Tony's 2001 Ferrari F-1 car.

If you are in the area, stop in and see the Ferrari Store - Los Angeles, located on the 6th floor of the Beverly Center at 8500 Beverly Boulevard in Los Angeles, 310-657-9800.

SF



Above:
Grand opening Ferrari Store Beverly Hills. Maurizio Parlati, Giulio Zambelletti, Kevin Krowder and Joe Hermann.



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FERRARIS, FEASTING AND FUN

FCA ORTEGA RUN 2007

Article By

Frank Filipponio

Photos By

Wally Clark

Starting in San Juan Capistrano, a group of nearly 80 Ferraris assembled for a lineup and check-in. Not everybody was going on the run, but several owners stopped by to say good morning and check out the other F-cars that had gathered. Everything from a 1948 166 Spyder Corsa to a 2-week-old 599 GTB Fiorano showed up. Toward the front of the line we found a 250 GT SWB lined up with a variety of other 250 derivatives including a Tour de France, Gran Turismo, GTE, and a Lusso. At the head of the line was barn find and Ferrari Parts expert Tom Shaughnessy's 1954 375 MM. This former LeMans car has a 4.5-liter V12 that puts out about 340 hp. Good enough to push this beast past 180 mph on the Mulsanne Straight back in the day. Our ride for the first part of the journey was the slightly tamer 166 SC.

The 166 SC is powered by a 2.0-liter V12 generating about 140 hp. Might not sound like much, but it only weighs around 1400 pounds. And it's almost 60 years old. Like a flimsily-bodied go-kart, this thing was a lot of fun...for the first 60 miles or so. After a short construction delay we were able to let that thimble-piston V12 sing. Windy and cold in that barchetta, but oh so fun. Some thrilling moments winding our way up and over the mountains as we headed down towards Lake Elsinore at the base of Ortega. And then the real fun began. Even tighter canyon roads had us relearning our turn-ins and apexes



Top - On the Run

Above - Vintage Ferrari display at Thornton Winery.



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from the “wrong” side of the cockpit. The non-synchro gearbox made quick shifts a challenge, but the rev happy motor never skipped a beat. The little right-hand-drive sports racer did a great job, easily keeping up with the 308/328 group. The snakeskin buckets did an admirable job of holding us in place and only occasionally had us wishing for seatbelts. Like on the very long down hill section where our driver Zac reminisced about losing the brakes on a 410 Superamerica the year before.

Best part of the ride in the 166 was fording the seasonal streams that crop up along the twisties. Nothing too big on this day, fortunately, as those vintage drum brakes tend to view water as an excuse to leave work early. The water DID create some levity when the first puddle pointed out the holes in the floorboards and firewall. One perfectly aligned opening was clearly set up by someone with a wicked sense of humor, spraying the driver’s crotch with ice-cold mountain stream water. After about an hour in this “little boat,” it was obvious it was barely street-worthy, let alone seaworthy. But boy was it fun, and quite a thrill. The stuff of future storytelling for the grand kids. But the day only got better from there.

A few of the cars stopped about 20 miles from the winery for a quick Chinese fire drill. Somehow, fortune smiled upon us once again, and we ended up riding shotgun in the 375. Where the 166 felt like a go-kart with some loosely fitted bodywork, the 375 felt solid and stiff and three times as powerful, which it is. The power comes on strong and keeps building across the rev range. The tires are barely wider than those on the 166 so hammering the throttle was not prudent, but in a straight line, very amusing. A modern F430 could beat this in the quarter mile, but not by much, and not with half the visceral thrill this produces. One note for males who might find themselves similarly fortunate to be a passenger in this car: wear a cup. The ride is beyond stiff and bordering on masochistic. Felt like a day of horseback riding after our half hour stint. Oh, don’t forget the earplugs either. And goggles. Maybe a hat with a chin strap too if you care what your hair might look like when you reach your destination. Thankfully, though, this one had seatbelts. Big beefy vintage racing straps. Came in handy for the last few winding roads before we hit our lunch spot. As fun as it was, we didn’t want the ride to end, but our stomachs reminded us what lie ahead.

We were among the last to arrive and made quite the grand entrance, driving past the auxiliary lot filled with all of the modern Maranello machine, and driving up the hill to park among the classics in the winery’s courtyard. The straight pipes broadcasting our ascent. Lunch was delicious and all the more enjoyable looking across the tables and seeing the Daytona and Lusso and SWB and...those two great roadsters that brought us there. The scene at Thornton was like some vision of Tuscany in the early '60s. All of those great racing and road machines assembled in a villa-like setting with good food and wine aplenty. Lingered over the cars listening to all of the people discussing their own ride experiences for a couple of hours, and just like that, it was time to head home. Quite an incredible day. Thanks again to Tom Shaughnessy and the FCA for playing host and arranging our rides. We look forward to the next one. **SF**



From Top -
Winding through Ortega.

Vintage Ferrari display at Thornton Winery.

Our enjoyable lunch.

Thank to Tom and Linda Brockmiller for coordinating another fantastic day in the canyons.

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60TH ANNIVERSARY

FERRARI COMMEMORATIVE RALLY

Article By
Mark Process

Photos By
Mark Process and Ferrari SpA

2007 marks the 60th year of Ferrari motorcars. To commemorate this historic milestone and to recognize the achievements and legacy of Ferrari as a racing team and sports car constructor, the Ferrari 60th Anniversary Rally was conceived.

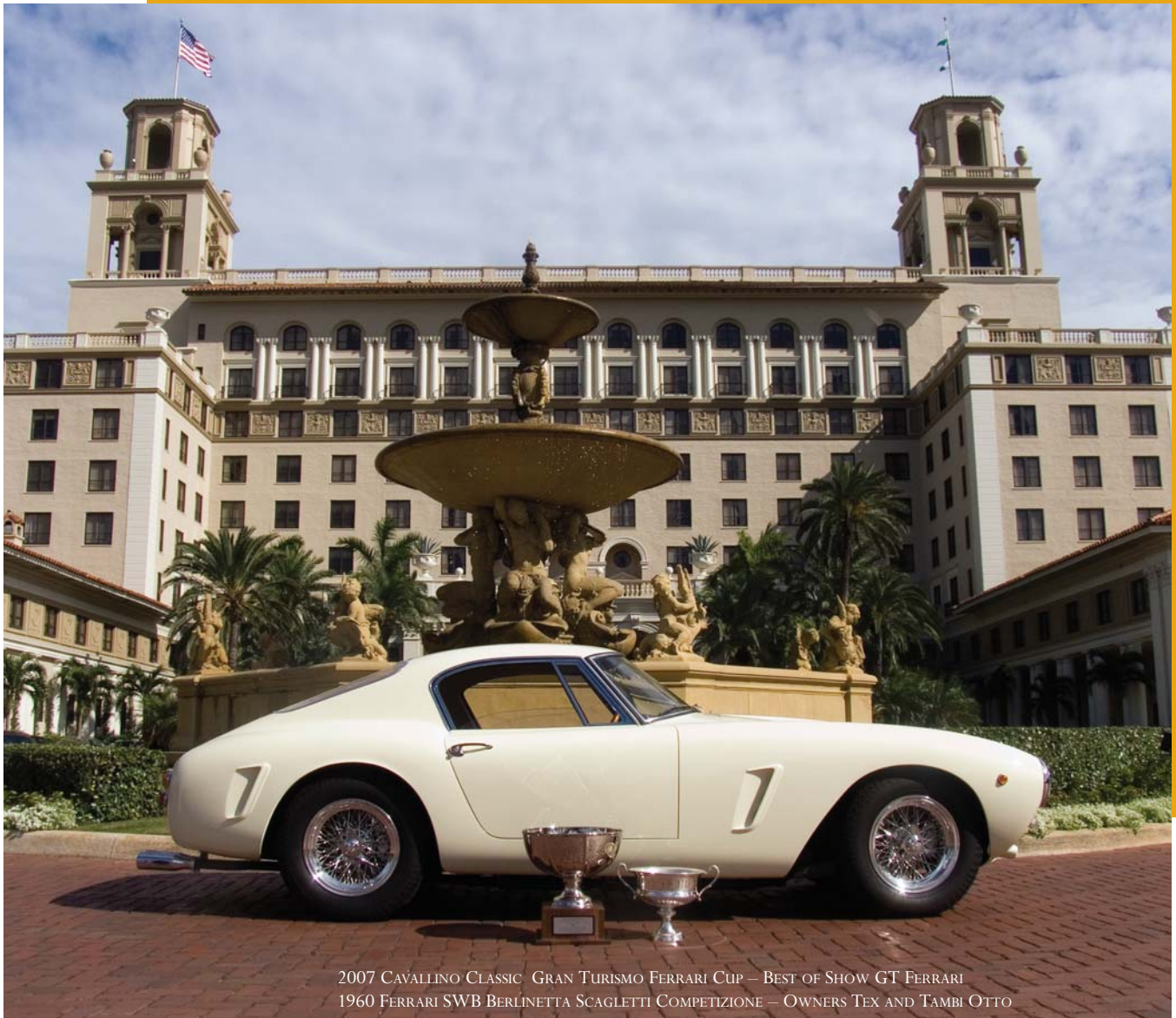
This worldwide rally which started in Abu Dhabi on January 29th arrived in Los Angeles after North American stops in Miami and San Francisco then continued on to Toronto, Montreal and New York ending up in Washington DC. Marking each leg of the rally is the symbolic passing of a commemorative baton which is decorated with emblems representing 60 important events in the history of the Ferrari factory and scuderia. The March 25th arrival of this baton was orchestrated to coincide with the grand opening of the Ferrari Store in Beverly Hills where a full scale replica of this amazing work of art is on display.

As a precursor to the FNA staged event, The Auto Gallery hosted their own salute to Ferrari's 60th by inviting all L.A. area owners to an elegant catered brunch in the Calabasas showroom which was followed by a short commute to the car collection of Ray Scheer (see *Sempre* v13 #4), then a spirited run up the 101 crossing over to PCH and back to Calabasas. The rally was well attended by a wide variety of Ferraris including Tony Schwartz's vintage Superamerica, a legion of new F430s, 360s, 355s, a Challenge Stradale and a stunning F50.



As parting gifts each participant was given a sterling silver limited edition Damiani 60th Anniversary key chain and a color booklet illustrating the 60 commemorative emblems which decorate the relay baton. Thank you Auto Gallery for putting on a memorable event. **SF**

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SPRING, 2007

GOURMET RIDE & DRIVE

Article By
Doug Prestine

Photos By
Steve Schwartz

Seventeen cars from southern California were joined by five cars from the central coast for this year's Gourmet Ride & Drive. Event organizers Joan and Doug Prestine once again hosted a cocktail / dinner party the night before the event. This pre-event tradition ensured a proper attitude was shared by all for the start of the event the following morning. It also offered another excuse for those coming a great distance to the west Los Angeles start point to arrive the night before avoiding the Friday morning rush hour.

The annual dilemma of an inland versus a coastal route was easily decided this year. One of the visits to the central coast to arrange for the event always involves a "test" ride along the proposed route. The day scheduled for this year's "test" run coincided with bad weather and closed roads at the higher elevations required by an inland route.

A Friday morning driver's meeting at the Luxe Hotel parking lot at Sunset and the 405 was followed by an "on time" 9:45 start. The marine layer that had engulfed the coast for the entire week broke and blue skies welcomed us

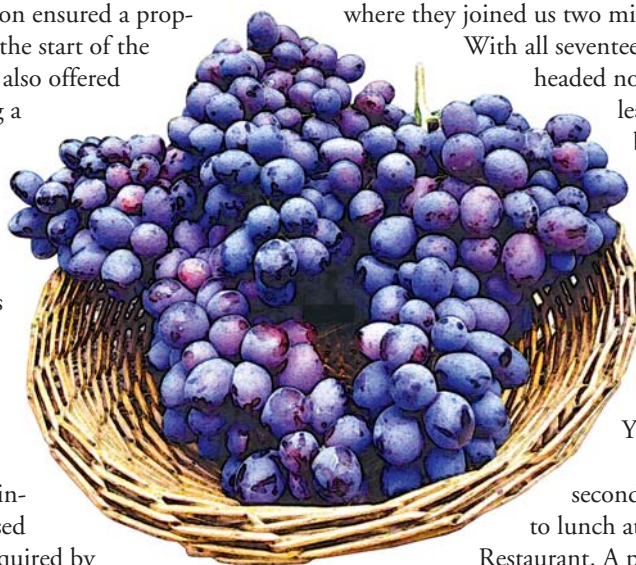
to our first leg following Pacific Coast Highway to Ventura County. Malibu participants who joined us enroute were amazed by our "on time" passage as were those from Ventura County when we arrived at our first rest point where they joined us two minutes early.

With all seventeen cars now assembled, we headed north on the 101 to briefly leapfrog Oxnard and Ventura before disappearing into the hills where the fun of the drive might resume. The backroads above Carpinteria and behind both Montecito and Santa Barbara led us to the San Marcos Pass and over the mountains past Lake Cachuma and into the Santa Ynez Valley.

Santa Ynez marked our second stop where we were treated to lunch at the Vineyard House

Restaurant. A private patio overlooking the valley awaited our arrival for a nicely prepared al fresco meal where we might enjoy what had continued to be perfect weather.

Following lunch, our adventure continued with a drive through the Santa Ynez wine country passing vineyard after





Opposite - Gathering point. This page - Pre-event party at the Prestine's home. Respite on the drive. Our Ferraris rest. Doug chronicles our day's activities.

vineyard. In Santa Maria we made a fuel stop to prepare us for the final segment of our journey to this year's destination in the Central Coast Wine Region.

Our final segment carried us from Arroyo Grande through the Edna Valley enroute to San Luis Obispo where we circled through the historic center of town and past the Mission before jumping onto the 101 for our climb to the top of the San Luis Obispo Grade. Upon entering Atascadero we found the Carlton Hotel fully prepared for our arrival with Ferrari only parking set aside to safely showcase the cars.

Following an opportunity to freshen up in the beautifully appointed rooms at the Carlton, we gathered for cocktails and our opening dinner in a private room within the hotel. A selection of wines were offered to accompany appetizers and a three course dinner with choice of entrée. The evening was enhanced by live piano music and extended by a post dinner visit to the bar where the day's driving achievements might be further exaggerated.

Saturday morning opened with a driver's meeting at the hotel conducted by local area residents and fellow Club members Wesley and Tracey Hatakeyama. Wes and Tracey then led the group now joined by local Club members on a ride through the "secret" backroads of the region only known to locals. Twisting roads through oak studded hills were followed by sweeping curves through open meadows punctuated by a cautious run across open range land. Drivers were advised to avoid the risk of swerving for the many rabbits and squirrels that might be scurrying across the road while taking extra precaution to be certain to allow plenty of room for the cattle and larger wildlife likely to be found on the road in the open range.

The morning drive ended in Paso Robles at the Robert

Hall Winery where we were welcomed by winery staff and directed to Ferrari only parking. A tour of the winery was followed by lunch in the Caverns deep below the winery. Amidst wine filled oak barrels in a sub 60 degree cool environment, we were treated to a warm meal at beautifully set tables.

Then it was off to Castoro Cellars for a final tasting for the day. With our Castoro tasting complete by mid afternoon, we were left with the choice of another drive led by Wes and Tracey, a couple of hours of individual exploration in a area or a little rest before our final evening together.

And what an evening it was. Cocktails at the Carlton Hotel were followed by a short drive to nearby Templeton and McPhee's Grill where renowned area chef Ian McPhee treated the group to a several course wine paired meal. Rather than sequestering us in a back room to one side of the restaurant, Ian set aside his main dining room for our exclusive use. That is where the surprises began with wave after wave of appetizers accompanied by an opening sparkling wine. This was followed by a salad, choice of entrée and dessert with each accompanied by a selection of wine.

Sunday morning marked the usual closing ceremony over breakfast with discussions of how quickly the week end had passed accompanied by plans for how to go home. Those with other commitments headed for the 101. Others met in the hotel parking lot for a final back road group ride home. The group headed inland across the hills to Taft for lunch followed by a return to the hills and across Lockwood Valley and through Frasier Park where we exchanged final good byes for the final leg home with talk of what kind of fun the Gourmet Ride & Drive might bring next year.

SF



TOUR AND LUNCHEON

GREYSTONE MANSION

Article By

Phillip Coulombe

Photos By

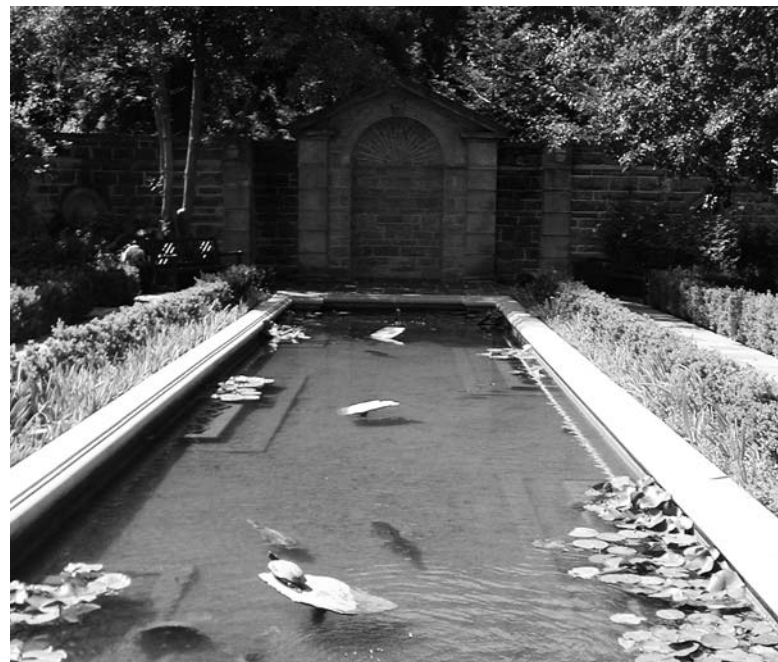
Chris Banning

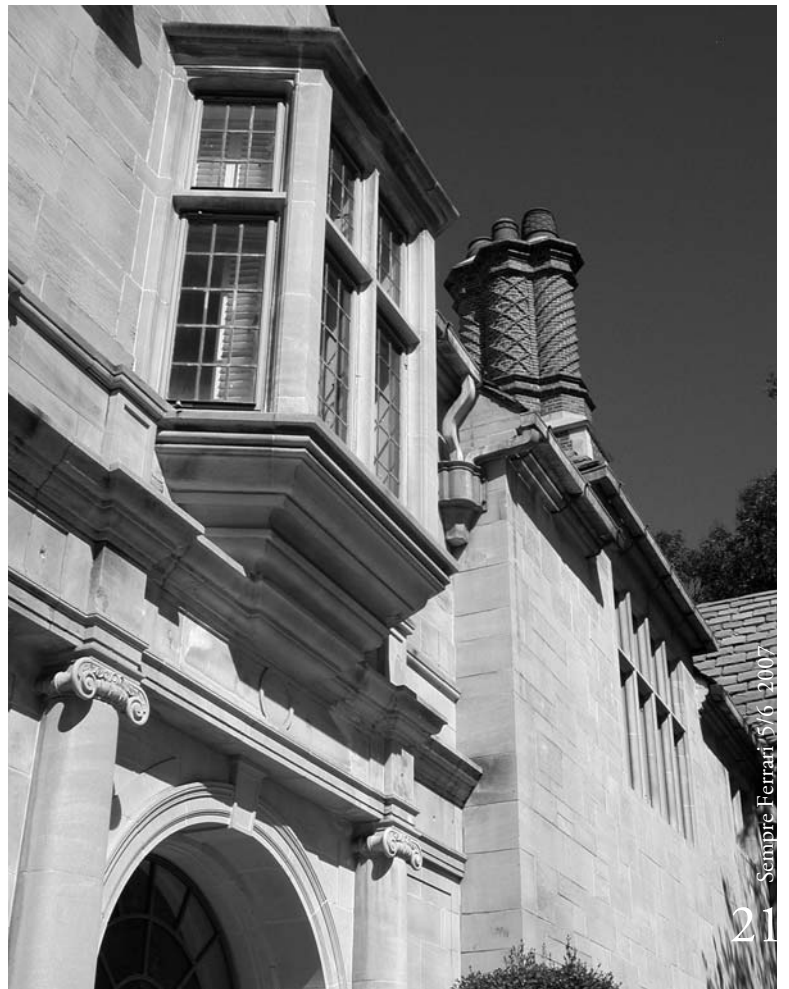
Ned Doheny's Greystone Mansion is truly one of Los Angeles' rarely-seen historical treasures. A beautiful stone Tudor-style mansion and 18.3 acre estate in sunny Beverly Hills, it has been city property since 1965. The grounds have been kept open as a public park, although the actual mansion remains indefinitely closed, untouched, and empty, only to be seen by small groups in rare tours usually arranged by the city historical society. FCA-SW and FOC members were given the singular opportunity to see this National Historic Landmark, both outside and in. The lucky participants met in the morning outside the estate, eager to begin the tour.

From a family of successful oil producers, Ned Doheny had the home built at a cost of \$3,166,780 in 1927, which took a year for construction to complete. The home included 55 rooms with 46,054 square feet of living space, with a rare indoor bowling alley. The estate includes tennis courts, a swimming pool, green house, fire station and kennels.

In addition to a thrilling tour of the mansion, members enjoyed a finely catered lunch of delicious tri tip, garlic mash, Mediterranean-style Fusilli pasta, marinated chicken, and grilled vegetables, to mention some of the selection. Ferraris of all kinds were also in attendance, with designated parking set aside by the park rangers.

This event was made a reality through the planning and hard work of Demetri Zafiris, FCA-SW treasurer, and Chris Banning, event co-chairperson and FOC board member. By early afternoon, the FCA-SW and Ferrari Owners Club members had finished their tours, and closed the event with photos and social time. Following refreshments and desserts, they were ready to return home with stories for friends, and memories to last. **SF**







IN MEMORY

JACK McAFEE

Article By
Rex McAfee

Photo Courtesy
Jack McAfee Collection

On Saturday March 10th, Southern California sports car legend Jack Ernest McAfee died at the age of 84 from liver cancer. He was diagnosed with the disease just two weeks previously and spent his remaining days at a hospice home in Long Beach CA.

Long before he was old enough to drive, Jack's passion for cars and racing was fueled as a spectator at the famous Gilmore Stadium, where he would ride his bike to from Hollywood to watch the Offy powered midgerts race. Wanting to get in on the "action" himself, Jack lied about his age and joined the Hollywood Throttlers hot rod club. After hopping up a Ford model-A that he bought for \$14, Jack's first run on at Muroc dry lake yielded an 84.9 mph average speed. Through dry lakes racing, Jack started meeting many of Southern California's most notable hot rodders and racers, and soon found himself making payments on a HAL sprint car then owned by 12 time Indy driver Babe Stapp.

WWII put a halt to racing and sent Jack to the South Pacific where he was an aviation mechanic on the island of Espiritos Santos. After serving 4 years, Jack returned to open his own garage in Manhattan Beach CA where he crossed paths with a wealthy customer named Tony Paravano. Jack invited Paravano to watch him run his HAL sprint car at Carrell Speedway in Gardena, and Tony was instantly bitten with the racing bug. Throughout the

next several years, McAfee's driving talents combined with Paravano's cars yielded some very impressive results including two top-ten finishes in the grueling "Carrera Panamericana" race, and several overall wins in big V12 Ferraris.

While doing a custom engine installation job at Ernie McAfee's garage (no relation) in Studio City, Jack met another wealthy racing enthusiast John Edgar. As was the case with Paravano, Edgar put Jack behind the best sports cars Europe had to offer, including a wickedly powerful Ferrari 375+ which they entered in the 1954 Carrera Panamericana. Shortly after exceeding 180 mph on the Tehuantepec straight, a transmission bearing seized locking up the rear tires. The car went off the road and rolled over; co-driver and friend Ford Robinson was dead while McAfee was knocked unconscious but OK.

Wanting to drive something lighter with better handling, McAfee had Edgar purchase a Porsche 550 spyder. Jack fell in love with the handling which allowed him to slide the car through the corners; a style of driving not common in the sports car scene. With McAfee driving and Porsche trained mechanic Vasek Polak turning the wrenches, Jack would go on to win the 1956 SCCA National Sports Car class F Championship. Two years later, Vasek would field his own 550 spyder with McAfee driving. Together the duo would earn an astounding 18 top-3 finishes and won the 1958 SCCA Pacific Coast Crown.

Regardless of success in racing, McAfee always approached sports car racing as a hobby. Although he originally had inspirations to become a professional driver like his hero Rex Mays, Jack realized early on that racing for money spoiled the camaraderie he once experienced at the dry lakes. Wanting to run his own business, Jack struck a deal with West coast sports car distributor John von Neumann in November of 1952 and opened up one of the first Porsche-VW dealerships in Southern California. Jack was only 29 years old at the time, and still holds the record for being the youngest Porsche dealer ever.

Following his career in car sales, McAfee would go on the road working for Porsche's factory support group and numerous other racing teams including those of Vasek Polak, Dick Barbour, and John Fitzpatrick. Eventually he stopped traveling but remained busy, first as General Manager for Colgan Custom Car Bras, and later for Chick Iverson Motors in Newport Beach as the Service Manager.

His last remaining years were spent playing golf, cards and billiards. His zest for life and more importantly people, kept him young beyond his years until it was finally time to "move on". SF

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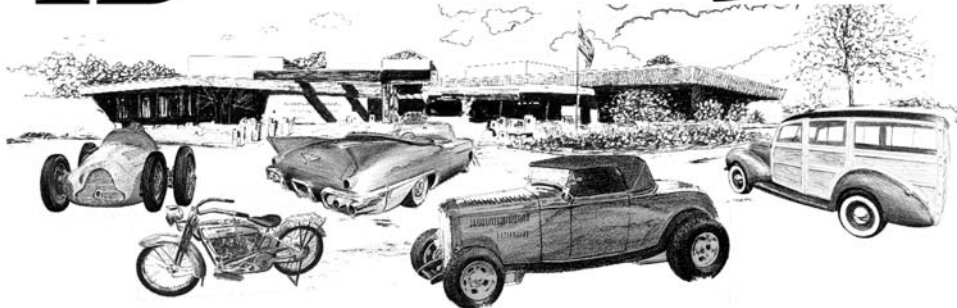
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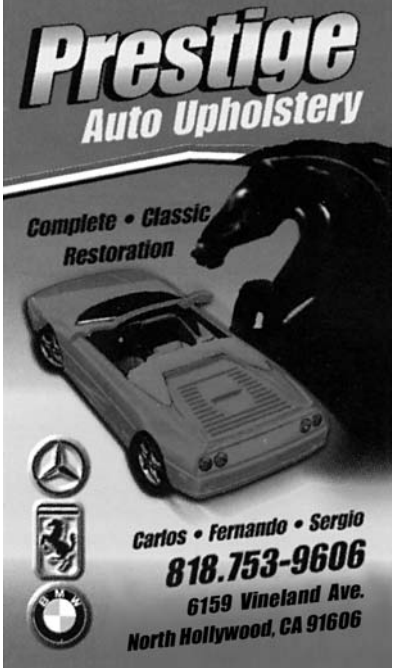
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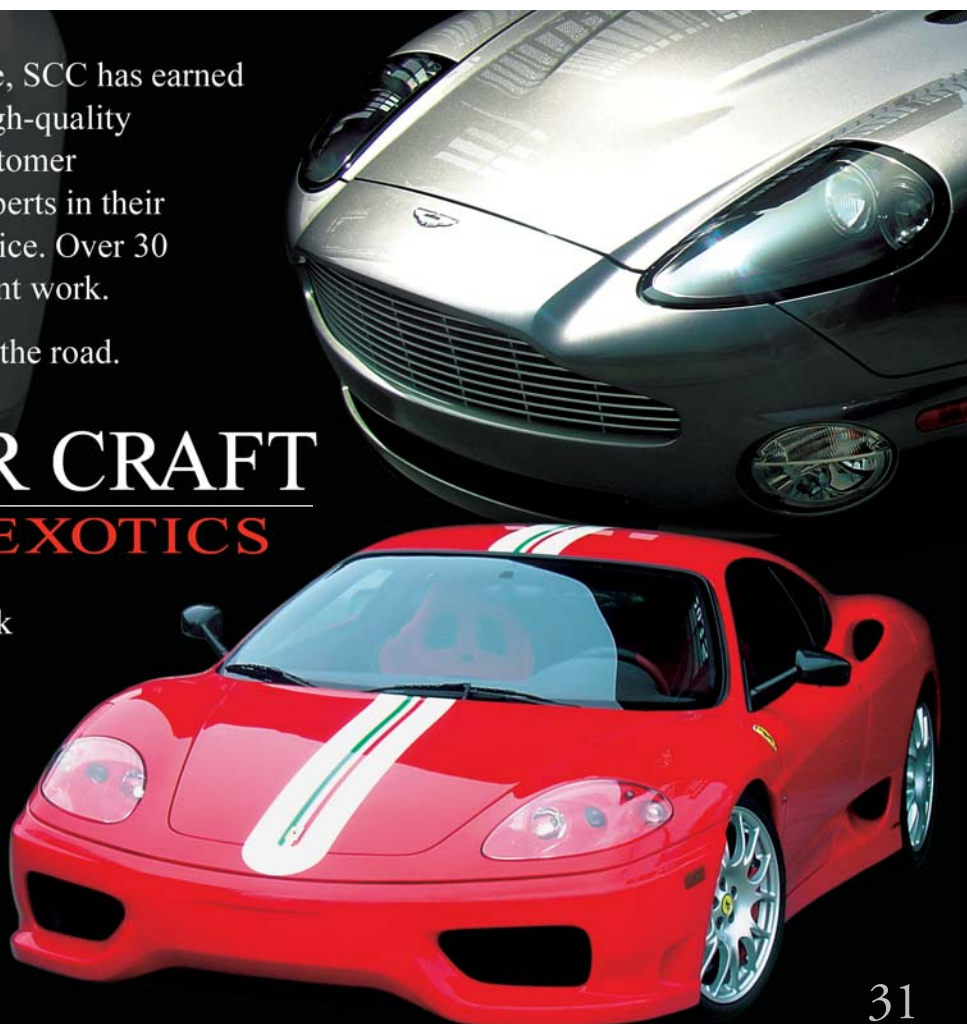
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