



Daniel Mainzer Photography

# Sempre Ferrari

The Official Newsletter of the Ferrari Club of America - Southwest Region

## President's Corner By Bill Inglis

Dear FCA Members,

The National Ferrari Meet in Los Angeles was an absolute success. I can't tell you how many emails and phone calls that I have received (including one from Europe) telling me what a great time they had and this event has obviously set the standard for Ferrari Club of Americas annual meets. Realistically this type of meet could not be held in some parts of the country that just don't have the revenues or the membership to make this possible. We were fortunate enough to have the membership and the venue here in Los Angeles, which provided a backdrop that only could be duplicated by a few cities in the country.

I could go on and on with accolades about people that put in timeless hours and effort to make this whole meet a success. There are a couple of names that stand out above the rest. First of all, the glue that held the whole meet together and the person who brought the money in from the sponsorships and rode herd on all of us to make sure all of our individuals assignments were on time and were cost-effective was our Chairman, Marv Landon. We were faced with the biggest budget of any annual meet in the history of Ferrari Club of America, and we have succeeded. In fact, the Southwest Region appears to have even made a profit. Also worth mentioning are the people who spent an enormous amount of time on the project: they were Tom Brockmiller and Wally Clark. Tom was responsible for the Mercato and every phone call that came in that no one wanted to take. Wally Clark set up the Avenue of the Stars Concours with Shin Takei and Fred Bogardus. I could go on and tell you how hard Carlos Amato, Tino Mingori, Ken Thomas and Andrew Levy worked on the rally or how much time Walter Meyer and Tex Otto spent on the event program, but I would have to include every member of the Board of Directors.

continued page 3

# FCALA 2002

**Concours on Avenue  
of the Stars**

**Paramount Ranch  
Rally**

**Petersen Automotive  
Museum Dinner, VIPs**

**California Speedway**

**RM Auction**

**Awards Banquet**



**July-August 2002**  
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# Calendar of Events

Ferrari Club of America Southwest Region event dates in bold

**FCA-SW Region Board Meetings** - unless otherwise specified -  
Second Saturday of each month at 9:00AM held at the Ramada Plaza Hotel - 5250 W. El Segundo Blvd., Hawthorne, CA.

## August

- 10th** Southwest Region Board Meeting 9:00AM.  
**15th** Ride and Drive to Monterey – Information page 14.  
Contact Bill Inglis - (818) 593-6228.  
16-18th Concorso Italiano – Monterey Weekend begins.  
Registration in upcoming Sempre Ferrari.

## September

- 14th** Southwest Region Board Meeting 9:00AM  
**22nd** Palos Verdes Concours d'Elegance -  
Contact Don West (310) 378-2954  
**29th** Ferrari – Pantera Picnic - South Coast Botanic Garden. Information page 16.  
Contact: Don West (310) 378-2954

## October

- 6th Orange Coast Concours d'Elegance at "The Oaks"  
Contact Wally Clark (714) 633-3185.  
**13th** Corona Airport Open House - Tour and flights of vintage airplanes. Lunch served.  
Information page 20. Contact Don West (310) 378-2954.  
**12th** Southwest Region Board Meeting 9:00AM  
**18-20th** "South Meets North" – Pacific and Southwest Region weekend in Santa Barbara.  
Bill Schworer (650) 321-6123 or Tom Brockmiller (949) 766-1195.

## November

- 9th** Southwest Region Board Meeting 9:00AM.  
3rd Woodley Park Best of France and Italy  
Car Show & Swap Meet. Wally Clark (714) 633-3185.  
**24th** Paramount Ranch Rally II, Recreation of the FCALA 2002 Rally from Century City.  
Event Co- Chairs: Carlos Amato (310) 446 1554 / Walter Meyer (310) 471 2744.

## December

- 14th** Southwest Region Board Meeting 9:00AM.  
**22nd** Marv Landon's 2nd Annual Christmas Party at Newport Beach.  
Boat parade and Italian dinner. Details to be announced.

## President's Corner continued

Last, but not least, a thank you to Steve Tillack who organized the track event at California Speedway and made it a very smooth-running three-day event.

There were so many of us that worked on the project, and I am sure I have left out those of you who put time and effort into the project and haven't been praised publicly. I apologize for not naming every individual whoever worked on the project but, as you can see, it would be impossible because we have such a wonderful Club with so many dedicated people that are willing to participate and donate their time for all the club members benefit. You all know who you are and that helped make the FCALA 2002 a success. Congratulations to all for a job well done!

**Bill Inglis** FCASW President

We welcome our elected Board of Directors:

**Kevork Hazarian    Andrew Levy    Brian Quadt    Demetri Zafiris**

The following directors will serve another year:

**Marv Landon** (Chairman)    **Bill Inglis** (President)  
**Carlos Amato**    **Murray Cogan**  
**Walter Meyer**    **Don West**



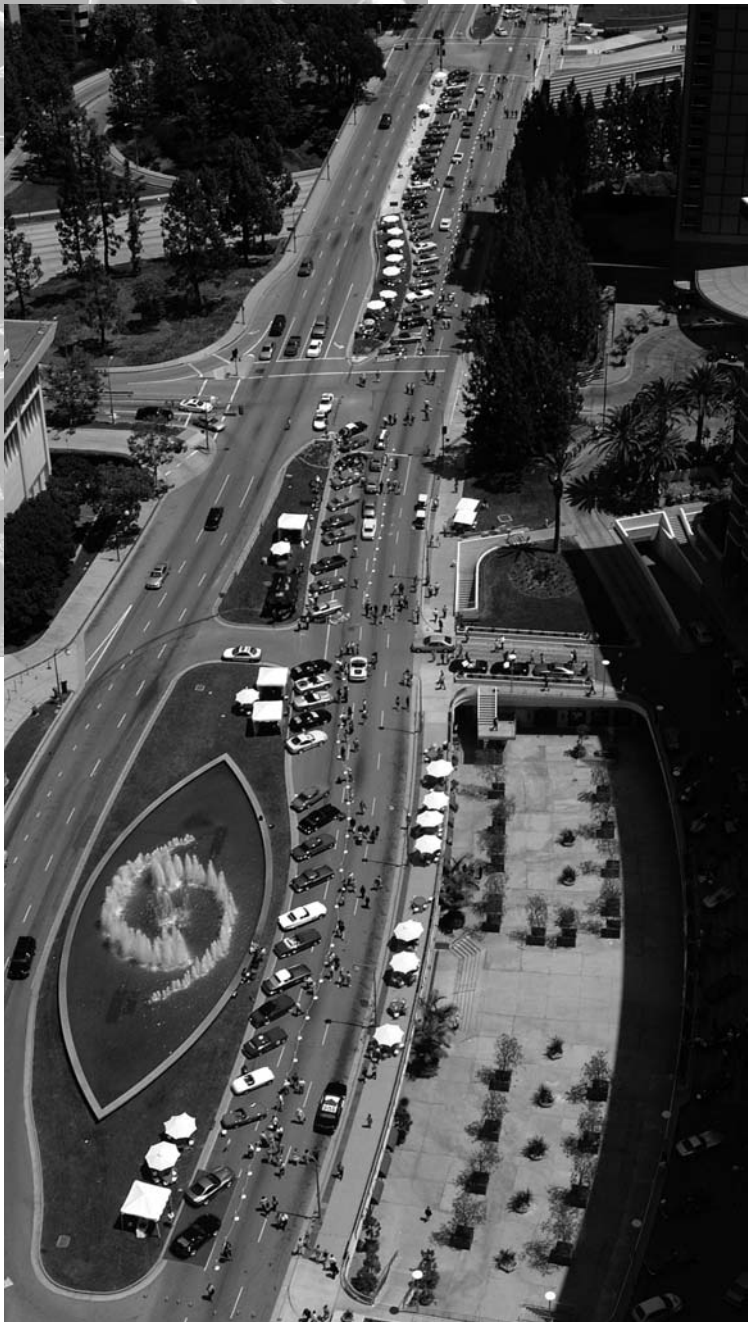
**FCASW** SOUTHWEST  
REGION

## FCASW Chairpersons:

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President:  
**Bill Inglis** (818) 593-6228  
Vice President:  
**Don West** (310) 378-2954  
Secretary:  
**Carlos Amato** (310) 446-1554  
Treasurer/Finance/Director:  
**Demetri Zafiris** (818) 774-1500 ext 203  
Events Chairman:  
**Tom Brockmiller** (949) 766-1195  
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# FCALA 2002

The Annual Meet in Los Angeles

**From the Concours on  
Avenue of the Stars to  
a Rally on Mulholland  
Drive and Pacific  
Coast Highway, this  
meet definitely had a  
Los Angeles flavor!**

Article By Pat Current  
Images by Daniel Mainzer Photography



We've been back from the Annual Meet in Los Angeles a few days. It was a really terrific event! We arrived about noon on Wednesday, the first day of the event. Everyone was friendly and helpful, things went smoothly and the weather cooperated with sunny days and low 70s temperatures. The Century Plaza Hotel, situated in the midst of Century City along the Avenue of the Stars, was the host hotel, a good choice. Things went quickly at registration, where we got goodie bags filled with all sorts of neat things—coffee cups and coffee, posters, pins, patches, stickers, a key fob, the event program and lots of magazines and brochures. Many of these items were provided by generous sponsors of the event.

There was a seminar in the afternoon on the Concours, Coppa Bella Macchina and Coppa GT judging. The people who attended learned lots about what to do and not do in preparing their cars and themselves, and how the judging process works. After the seminar, we wandered through the Mercato and the Automotive Fine Arts Society (AFAS) art display, munching on the tasty hors d'oeuvres. It was hard to see everything and visit with friends, but the Mercato and art display (and munchies) were back on Thursday afternoon too.

On Thursday, you had only to walk out the door of the hotel to be at the Concours. The event committee arranged to have traffic blocked from the half of the Avenue of the Stars next to the hotel so the Ferraris could be placed along the street. Can you imagine the surprise of the many workers in the high rises on the other side of the street when they looked out their windows and saw the cars?! This meet definitely had a L.A. flavor!

Friday, presented several choices. Some people took the drivers' school at the California Speedway, a new and well-designed track with a large oval and a nice infield course. Judging from the faces of the drivers that evening's dinner, the day was a big success.

Other folks took advantage of another sunny California day to go on the Rally to Paramount Ranch. The route took them along the coast and then along the famous Mulholland Highway to the Ranch, site of a western movie set and an abandoned sports car race track. Those people also had great smiles at the end of the day.

For those competing for the Coppa Bella Macchina awards, judging took place on Friday morning. If you were one of the 37 people who signed up to compete for this award, you also had to win a platinum award (95 points or higher) in the concours to be eligible for this competition. This narrowed the field of competitors to 12 cars. While the Concours focuses on the originality and authenticity of the cars, the Coppa Bella Macchina tests the operability of everything on the car. Each car has its own judge and it takes about 2 hours to check out every item on the car to make sure it operates as it did when it left the factory. Most of test takes place while the car is stationary, but the last bit of judging is done on the road to check for things like brake pull and cancelling of turn signals. Everything on the car must operate correctly to pass this test. But, there are some very dedicated enthusiasts out there and 8 people won a Coppa Bella Macchina award.

Friday night, we were treated to a lovely dinner in the Petersen Automotive Museum, a terrific automobile museum. The guests of honor for the evening included Chuck Queener (illustrator of the event poster), Phil Hill (the featured speaker with a slide show presentation), Dan Gurney, Carroll Shelby, and Jack McAfee. After dinner, Rally and Coppa Bella Macchina awards were presented to honor those competitors who successfully met the challenges of the day. The silent and live auctions continued through much of the evening, with proceeds going to the 11-99 Foundation to benefit widows and orphans of the California Highway Patrol members. The highlight of the auction was the bidding for a new 360 Spider with a portion of the proceeds over the MSRP going to the 11-99 Foundation.

On Saturday, people had the choice of going to the track or taking one of the many tours—Rodeo Drive, Universal Studios, or the Getty Museum. We went to the track to check out the Ferraris in action. They had the usual run groups to allow drivers of varying abilities to drive their cars at speed and learn this wonderful new and impressive track.



# FCALA 2002

Another event also took place at the California Speedway—the Coppa GT competition for the Club's highest award. To compete for this award, participants first had to win a platinum award in the Concours, then pass the rigorous Coppa Bella Macchina test. Both of these events focus on the car—the originality of the car and the operability of all of its parts. The Coppa GT competition tests the driving abilities of the driver/ owner. The Club uses independent evaluators (in this case, SCCA racer/instructors who are not FCA members) to judge the abilities of the drivers pursuant to the guidelines established by the Club. The winners of this award don't need to be racers, but they do need to display competence and the ability to drive their particular Ferrari well at a brisk pace. This year, Peter McCoy won the coveted Coppa GT award, driving a 1965 275 GTS.

To cap off the day, we all returned to the hotel for the awards banquet with a 575M sitting center stage. We had our annual meeting and special presentations were made to Dick Merritt, a founder of the Club, and Doug Freedman, past president of the club. The 2003 Annual Meet Chair made a presentation about next year's event which will take place at Sebring, FL the first of April. Stuart Robinson, president of Ferrari North America, spoke for a few minutes and the major Concours awards and the Coppa GT award were presented. The evening festivities were continued with people dancing to the live band.

The event continued on Sunday with another day at the track and members beginning the trek home.

It was definitely a successful event with a heavy participation by California members and a lot of neat Ferraris. Many thanks to a superb event committee and workers!!!! I'm not even going to try to name everyone, but the executive committee included Marv Landon, Bill Inglis, Wally Clark, Tom Brockmiller and Marshall Leib. Other members of committees include Tex Otto, Walter Meyer, Earl Gandel, Murray and Rose Cogan, Tino Mingori, Carlos Amato, Andrew Levy, Steve Tillack, Diane Cerveny, Shin Takei, Fred Bogardus, and Demetri Zafiris. We'll remember this event for a long time!



## Roundup Time at Paramount Ranch

Rally Committee Carlos Amato, Walter Meyer and Tino Mingori. Not pictured Andrew Levy, Ken Thomas, Murray Cogan and Alan Woodard.

## FCA Board Members Volunteers

Greatly appreciated are those FCA National board members who volunteered their time to help at this meet—Ron Proflil, Paul Gilpatrick, Rick Race, Donovan Leyden, Bob Tallgren, John Hurabiell, Ed Gilbertson, Steve Ahlgrim, Sam Smith, David Smith, Chris Current, Mike Epifanio and Al De Lauro. They worked as judges, track officials, gave seminars, set up the concours and assisted in a myriad of ways.

We have a lot of members who are generous with their time and talent. It's one of the things that makes this Club so terrific.



John Mozart's 860 Monza preciously presented on the original race surface at Paramount Ranch.

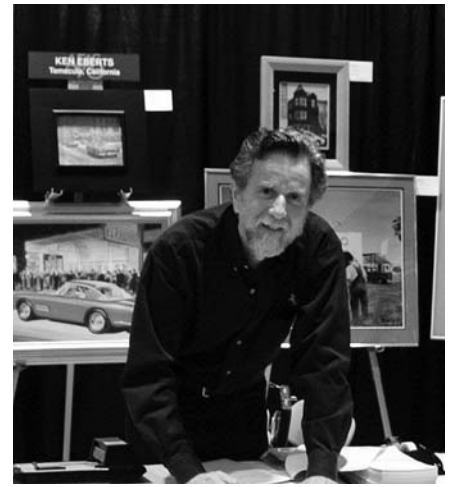


Left column top down:  
 Small hands get into small places to detail this Boxer for the Concours. SWBs place on Avenue of the Stars. Listening at the sweet Daytona music during judging.

Center: Tom Shaughnessy's factory transporter. 360s on the Rally route to Paramount Ranch. John Mozart's 860 Monza on display at Paramount Ranch.

Right: Marshall Buck keeps the peace. Bruce Meyer auctioning a signed Phil Hill photograph at the Petersen. VIPs Cy Yedor and Jack McAfee.

# FCALA 2002



Top - FCALA's charity was The California Highway Patrol 11-99 Foundation. The festivities at the Petersen included a slide show presentation by Phil Hill.

Center - Phil recalled the stories behind these memorable images.

Bottom - Carroll Shelby and Dan Gurney were among the invited guests to honor racing Ferraris of the 1950's.

Top - Bill Inglis presents the "Classic Ferrari Award" sponsored by Jack Ruscilli for Outstanding Restoration -pre 1974 Ferrari, won by Peter Kalikow of New York.

Center - Walter Meyer (left) is presented with the "Alla Vettura Pronta Per Il Salone Award," sponsored by Phil & Martha Bachman for Best Prepared 8-Cylinder Ferrari, a 348 Speciale. Bottom - First display of the new 575M.

Top - FCA member Ken Eberts presents his gallery of paintings with fellow AFAS members. Bottom - Marv Landon (left) receives thanks for a job well done at Saturday evenings award banquet from FCA National President Paul Gilpatrick.

SF



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# FERRARI CLUB OF AMERICA INTERNATIONAL MEET

North American Field & Driving Concours Award Winners, Los Angeles, California, May 23-May 25, 2002

## MAJOR AWARDS

**Coppa GT Award** - Sponsored by Ferrari North America, Best Overall Field & Driver Performance (Concours, Road Test, Track Evaluation), 1965 275 GTS, S/N 07787, **Peter McCoy**, Beverly Hills, CA,

**Enzo Ferrari Memorial Award** - Sponsored by Ferrari North America Best of Show 1957 315S, S/N 0684, **John McCaw**, Seattle, WA

**Luigi Chinetti Memorial Award** - Sponsored by Cavallino Magazine, Outstanding Ferrari Road Car 1957 250GT PF Coupe Speciale, S/N 0725, **Lee Herrington**, Londonderry, NH

**Phil Hill Award** - Sponsored by Road & Track Magazine, Outstanding Ferrari Competition Car 1957 315S, S/N 0684, **John McCaw**, Seattle, WA

**National Vintage Preservation Award** - Sponsored by Bob Rapp, Best Unrestored Ferrari Pre-1974 1972 246 GTS, S/N 04956, **Richard Handin**, Santa Barbara, CA

**National Classic Preservation Award** - Sponsored by Gordon McCall, Best Unrestored Ferrari 1974-1987 1978 308 GT4, S/N 14600, **Ronald Busuttil**, Los Angeles, CA

**Classic Ferrari Award** - Sponsored by Jack Ruscilli, Outstanding Restoration-pre 1974 Ferrari 1961 400 Superamerica Cabriolet, S/N 2331SA, **Peter Kalikow**, New York, NY

**Forza Ferrari Award** - Sponsored by Peter Sweeney, Outstanding Ferrari built in the 1950's 1951 340 America Coupe, S/N 0150A, **Gordon Thomas**, West Covina, CA

**Trofeo Gran Turismo Award** - Sponsored by Charles & Carol Betz & Fred Peters, Outstanding Pre-1968 Ferrari regularly driven 1963 250GT SWB Spyder California S/N 4121, **Ken Thomas**, Lakewood, CA

**Grand Touring 2+2 Award**- Sponsored by Bob Tallgren, Outstanding 2+2 Ferrari regularly driven 1985 400i, S/N 55301, **Dennis & Alana Fugnetti**, Santa Ana, CA

**Dino Ferrari Award** - Sponsored by Rick & Suzanne Race, Outstanding 2-series Dino and owner involvement 1969 246GT, S/N 00542, **Keith Wintraub**, Seattle, WA

**Contemporary Ferrari Award** - Sponsored by Chris & Steve Ahlgrim, Outstanding Ferrari built 1975 and later 1985 308 GTS QV, S/N 57943, **Richard & David Romer**, Simi Valley, CA

**Forte Award** - Sponsored by Ted Rutland, Outstanding Flat-12 Ferrari 1983 512 BBi, S/N 44389, **John Kiland**, Las Vegas, NV

**Alla Vettura Pronta Per Il Salone Award** - Sponsored by Phil & Martha Bachman, Best prepared 8-cylinder Ferrari 1992 348 Speciale, S/N 93191, **Walter & Pamela Meyer**, Los Angeles, CA

**Coppa Bella Macchina Awards** - Sponsored by Sandy Andrews, (95 Points or Better Plus 100% on Road Test)

**Andrew Alcazar**, Phoenix, AZ, 1986 412, S/N 64487

**Jay Fallon**, San Diego, CA, 1972 365 GTB/4, S/N 15175

**Morris Halperin**, Los Alamitos, CA, 1966 275 GTB, S/N 08341

**Richard Handin**, Santa Barbara, CA, 1972 246 GTS, S/N 04956

**Peter McCoy**, Beverly Hills, CA, 1965 275 GTS, S/N 07787

**Tim Montgomery**, Saratoga, CA, 1973 365 GTB/4 Spyder, S/N 16545

**Rafael Roges**, Playa del Rey, CA, 1986 328 GTS, S/N 60529

**Alan Neal Wilson**, Detroit, MI, 1993 348 Speciale, S/N 95114

## CLASS AWARDS

 Sponsored by Ferrari North America

### Class 1 - Pre 1956

Gold - 1951 340 America Coupe, S/N 0150A, **Gordon Thomas**, West Covina, CA

Silver - 1952 212 Inter Cabriolet, S/N 0255EU, **Jack Queen**, Rancho Santa Fe, CA

### Class 2 - 250GT Open 1956-63

Platinum - 1960 250GT PF Cabriolet Series II, S/N 2143, **Douglas Curran**, Los Angeles, CA

### Class 3 - 250GT Closed 1956-64

Platinum - 1957 250GT PF Coupe Speciale, S/N 0725, **Lee Herrington**, Londonderry, NH

Platinum - 1961 250GT SWB Coupe Speciale, S/N 2821, **Lorenzo Zambrano**, Monterrey, Mexico

Platinum - 1963 250GT Berlinetta Lusso, S/N 4459, **Ken & Dayle Roath**, Newport Beach, CA

Platinum - 1964 250GT Berlinetta Lusso, S/N 5475, **John MacLaurin**, Redondo Beach, CA

Gold - 1962 250GT SWB Berlinetta, S/N 3695, **Randy Reiss**, Los Angeles, CA

Silver - 1963 250GT Berlinetta Lusso, S/N 5163, **Gary Cervený**, Malibu, CA

### Class 4 - 275 GTB/GTB4

Platinum - 1966 275 GTB Alloy, S/N 08225, **Ronald Busuttil**, Los Angeles, CA

Platinum - 1966 275 GTB, S/N 08341, **Morris Halperin**, Los Alamitos, CA

Gold - 1965 275 GTB Alloy, S/N 07887, **Neil & Francine Afromsky**, Los Alamitos, CA

Silver - 1965 275 GTB, S/N 06693, **Jack Bianchi**, Santa Barbara, CA



**Class 5 275GTS/330GTC(S)/365GTC(S)**

Platinum - 1965 275 GTS, S/N 07787, **Peter McCoy**, Beverly Hills, CA  
Platinum - 1969 365 GTS, S/N 12489, **Tim & Margie Montgomery**, Saratoga, CA  
Silver - 1967 330 GTS, S/N 11015, **Morris Halperin**, Los Alamitos, CA

**Class 6 365 GTB(C)/4**

Platinum - 1972 365 GTB/4, S/N 15175, **Jay Fallon**, San Diego, CA  
Platinum - 1972 365 GTC/4, S/N 15189, **Richard Romer/David Romer**, Simi Valley, CA  
Platinum - 1972 365 GTB/4 Spyder, S/N 16223, **Bill Kling**, Malibu, CA  
Platinum - 1973 365 GTB/4 Spyder, S/N 16473, **Gerald Barnes**, Costa Mesa, CA  
Platinum - 1973 365 GTB/4 Spyder, S/N 16545, **Tim & Margie Montgomery**, Saratoga, CA  
Platinum - 1973 365 GTB/4 Spyder, S/N 16903, **Barry & Susan Konier**, Orange, CA  
Gold - 1973 365 GTB/4, S/N 17083, **Troy Raynor**, Morro Bay, CA

**Class 7 250 GTE/330 GT/365 GT**

Gold - 1967 330 GT 2+2, S/N 9629, **Paul Schaeffer**, Tiburon, CA  
Silver - 1969 365 GT 2+2, S/N 13131, **Bill & Diane Rose**, Laguna Niguel, CA

**Class 8 SA/SF**

Platinum - 1961 400 Superamerica Cabriolet, S/N 2331SA, **Peter Kalikow**, New York, NY  
Gold - 1957 410 Superamerica Coupe, S/N 0713SA, **Skeets Dunn**, Rancho Santa Fe, CA

**Class 9 206/246**

Platinum - 1969 246 GT, S/N 00542, **Keith Wintraub**, Seattle, WA  
Platinum - 1970 246 GT, S/N 00908, **Jerry & Linda Murray**, Costa Mesa, CA  
Platinum - 1972 246 GTS, S/N 04956, **Richard Handin**, Santa Barbara, CA  
Platinum - 1973 246 GTS, S/N 06268, **Ronald Busuttill**, Los Angeles, CA  
Gold - 1974 246 GTS, S/N 08326, **Mike Vietro**, Anaheim, CA  
Silver - 1973 246 GTS, S/N 06288, **David Pham**, Irvine, CA

**Class 10 308**

Platinum - 1980 308 GTSi, S/N 31385, **Carlos & Suzanne Amato**, Los Angeles, CA  
Platinum - 1985 308 GTS QV, S/N 57943, **Richard Romer/David Romer**, Simi Valley, CA  
Gold - 1979 308 GTS, S/N 28725, **Faye & Judd Goldfeder**, Escondido, CA  
Silver - 1983 308 GTSi, S/N 44969, **John Shipp**, Santa Ana, CA

**Class 11 328/348**

Platinum - 1986 328 GTS, S/N 60529, **Rafael Roges**, Playa del Rey, CA  
Platinum - 1986 328 GTS, S/N 61967, **Richard Lynch**, San Pedro, CA  
Platinum - 1989 328 GTS, S/N 79160, **Mark Woods**, Santa Monica, CA  
Platinum - 1992 348 Speciale, S/N 93191, **Walter Meyer**, Los Angeles, CA  
Platinum - 1993 348 Speciale, S/N 95114, **Alan Neal Wilson**, Detroit, MI  
Platinum - 1993 348 Speciale, S/N 95148, **Anthony Cole**, Woodland Hills, CA  
Gold - 1986 328 GTB, S/N 65529, **Chuck Lamb**, Rowland Heights, CA  
Silver - 1993 348 Speciale, S/N 94570, **Chuck Lamb**, Rowland Heights, CA

**Class 12 355**

Platinum - 1995 F355 Berlinetta, S/N 100037, **Brian Winer**, Redondo Beach, CA  
Gold - 1995 F355 GTS, S/N 103887, **Myles Kitchen/Donna Rumwell**, Aptos, CA

**Class 13 512/TR/550**

Platinum - 1982 512 BBi, S/N 43799, **Richard Baumgart**, Singer Island, FL  
Platinum - 1983 512 BBi, S/N 44389, **John Kiland**, Las Vegas, NV  
Platinum - 1987 Testarossa, S/N 72529, **Harold Wong**, San Francisco, CA  
Gold - 1993 512 TR, S/N 94364, **Chuck Lamb**, Rowland Heights, CA

**Class 14 308GT4/Mondial**

Platinum - 1978 308 GT4, S/N 14600, **Ronald Busuttill**, Los Angeles, CA  
Platinum - 1989 Mondial t Coupe, S/N 82587, **Allen Satterlee**, Morgan Hill, CA  
Gold - 1979 308 GT4, S/N 15126, **Vinnie Mandzak**, Redondo Beach, CA  
Silver - 1987 Mondial 3.2 Coupe, S/N 70617, **Melvin Greenspan**, Venice, CA

**Class 15 400/412/456**

Platinum - 1983 400i, S/N 46013, **Robert Schenk**, Los Angeles, CA  
Platinum - 1984 400i, S/N 51145, **C. J. Bonura**, Los Angeles, CA  
Platinum - 1986 412, S/N 64487, **Andrew & Josephine Alcazar**, Phoenix, AZ  
Gold - 1979 400i, S/N 30359, **Carl Lopp**, New York, NY  
Silver - 1985 400i, S/N 55301, **Dennis & Alana Fugnetti**, Santa Ana, CA

**Class 16 Racing**

Platinum - 1957 315S, S/N 0684, **John McCaw**, Seattle, WA  
Platinum - 1960 250GT SWB Berlinetta Competition, S/N 1905, **Norman Blank**, Pasadena, CA  
Gold - 1966 275 GTB/C, S/N 09073, **Christopher Gruys**, Marina Del Rey, CA

# The Spirit of Monterey Lives On

## FCA Pacific Region Vintage Ferrari Concorso 2002

**Friday, August 16, 2002**

9:00 AM - 5:00 PM

The Vintage Ferrari Concorso is held in conjunction with the "Concorso Italiano" at the Quail Lodge Resort & Golf Club in Carmel Valley. All Ferraris on the Field, whether judged or exhibited, will be a part of the FCA Vintage Concorso and must complete the [Concorso Italiano 2002 Exhibitor Application](#) and pay their required fees, and return the form and fees to Concorso Italiano. Pre-1991 Ferraris are eligible to be judged. To enter a car for judging an additional fee is due when registering to Concorso Italiano. See "Attention Ferrari Owners" on the Concorso Italiano application.

## Ferrari "Italian Fiesta" Dinner

**Friday eve, August 16, 2002**

5:30 PM - 7:00 PM

Following the Concorso Italiano and FCA Pacific Region Vintage Concours awards ceremony, stay into the evening for a wonderful Italian Fiesta on the green at Quail Lodge Resort. Avoid traffic, watch the awards, then leave your car on the green and join us for a dinner buffet together. This year, because of skyrocketing costs, our dinner fee does not include beverages. A no-host bar will be available at our hospitality tent during the day and through dinner.

## Corral & Tent at the Monterey Historic Races Saturday & Sunday, August 17-18, 2002

We will again have a viewing tent at Laguna Seca at turn 5 for an exciting view of the Vintage Races. On Saturday, a BBQ lunch and soft drinks will be included. Space is limited so do not be one of the disappointed! Remember prior years when we sold out early. Our parking corral will be immediately adjacent to the tent and will be available to those signing up for the viewing stand. Tickets to access the track grounds (necessary to reach our corral) are available directly from the track at [www.laguna-seca.com](http://www.laguna-seca.com).

Concorso questions, call Dennis Chiodo (925) 376-2824  
Judging questions, call Tish Thinesen (408) 736-3494  
or email: [tisht2@aol.com](mailto:tisht2@aol.com)

Additional information at [www.concorso.com](http://www.concorso.com)

To receive a Concorso Italiano 2001 Exhibitor Application form, FAX Concorso Italiano at (425) 646-5458.

Dinner & Race questions, call Alberto Mellone (925) 261-0609  
or email: [avm44@hotmail.com](mailto:avm44@hotmail.com)

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253 Havenwood Circle  
Pittsburg, CA 94565

Friday Evening Ferrari "Fiesta" Dinner

\_\_\_\_\_ persons @ \$55 person (\$65 after August 1st, 2002) \$ \_\_\_\_\_

Saturday & Sunday Corral and Tent  
(includes soft drinks and lunch on Saturday)

\_\_\_\_\_ persons @ \$65 person (\$75 after August 1st, 2002) \$ \_\_\_\_\_

TOTAL (Make check payable to FCA PACIFIC REGION) \$ \_\_\_\_\_

Name:	_____
Address:	_____
City/State:	_____
Zip:	_____
Phone:	_____
E-mail:	_____

## FCA - CASA MUNRAS HOTEL RESERVATION FORM

MONTEREY HISTORICS WEEKEND AUGUST 15 - 17, 2002

Name \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_ Email \_\_\_\_\_

Credit Card type MC, VISA # \_\_\_\_\_ Exp Date \_\_\_\_ | \_\_\_\_

**There is a 3 night minimum** - Must include Saturday, August 17. Room and tax for the length of stay will be debited to the credit card listed above on July 1, 2002. Room reservations become non-cancelable and credit card deposits non-refundable on July 1, 2002. Room rates apply to 1 or 2 adults plus children under 12. There is a \$15 charge per additional adult. Policy check out is noon.

**By my signature, I acknowledge and abide by all reservation and guarantee policies.**

Signed \_\_\_\_\_ Date \_\_\_\_\_

**Rates:** Queen \$219; King \$254; King with Fireplace \$274; Deluxe King with Fireplace \$319; Double Deluxe \$254; Double Deluxe with Fireplace \$ 264. Rooms are subject to a 10% room tax.

Circle room type requested: Indicate second choice \_\_\_\_\_ First Come, First Reserved. Reservations are limited.

**Mail or FAX this form to Pacific Region Office:** 940 Cowper St., Palo Alto, CA 94301, FAX & Phone (650) 321-6123

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# Event Signup

## Ride & Drive to Monterey

Thursday, August 15, 2002

Come join fellow Ferrari owners in a leisurely drive up the coast to the world's greatest sports car event in Monterey with a stop for lunch at Cafe roma in San Lis Obispo. It's mostly freeway driving to San Luis Obispo and after lunch, people break up an choose to continue on Hwy 101 or take Highway 1 along the coast to Carmel-Monterey.

### Meeting Time

8:30 A.M., Thursday, August 15th. We plan to leave promptly at 9:00 A.M.

### Meeting Place

Taft High School on Winnetka Ave. and Ventura Blvd. in Woodland Hills.

### Lunch

Café Roma (Buffet Style)

1020 Railroad Avenue

San Luis Obispo, CA

805.541.6800

Cost \$22.00 per person prepaid (includes soft drinks, iced tea and lemonade).

### Phone

Bill Inglis: Day - 818.593.6228, Evenings - 818.999.0588

### Signup

Mail payment for lunch to:

FCA Southwest Region - Café Roma

4358 Nogales Drive

Tarzana, CA 91356

### Maps

Will be distributed at meeting place, but can be faxed before event if desired.

### Hotels

For those of ou who wish to stay overnight before the drive to Monterey, there are 2 hotels across from Taft High School:

Extended Stay America - 818.710.1170, Red Roof Inn - 818.347.8080

### Car Preparation

1. Car full of fuel. We will be making several stops but it is a good idea to leave with a full tank. there is a Chevron Station one block east of the meeting place and a Mobil across the street.
2. Check tire pressures including your spare.
3. Check fluid levels. This is a long drive so it is also a good idea to check the oil and water levels. there is a good chance to reall y measure how much oil your car consumes.

### Drive Safely

4. Bring water and snacks to keep alert. There is a Ralphs market across the street. Bathroom access is available at Ralphs as well as Taft High School.
5. If you become bored and wish to go a little faster, we will meet you at Café Roma around 12 o'clock noon.
6. Bill Inglis cell phone 818.512.7049.

**Note:** Remember this is not a speed contest so please drive accordingly. All participants assume full responsibility for their own safety.



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Southwest Region

# Car Show & Picnic

## Ferrari Club of America Southwest Region

& the South Bay Pantera Club are hosting a Car Show and Picnic on the Meadow of the South Coast Botanic Gardens in Palos Verdes.

**Sunday, September 29th, 2002**

**10:00AM - 3:00PM**

Come enjoy an assortment of the finest example of Ferrari's and Pantera's from around the southland on the lawn of this beautiful setting. This is an ideal place to enjoy a picnic lunch while taking in the beautiful machinery and greenery (Cold beverages will be available for your picnic lunch).

**The South Coast Botanic Garden is located at 26300 Crenshaw Blvd. in Palo Verdes** (up Creshaw 3/4 mile from PCH).

We would like to have you display your Ferrari at this event. Simply fill out the form below and enclose a check for \$15.00 made out to the South Coast Botanic Foundation. Display fee covers vehicle, driver and one passenger. Regular garden admission applies for additional family members and spectators (\$5.00 adults, \$3.00 students & seniors, and \$1.00 children. Participants should try to arrive by 9:45 am to allow ample time to position the cars.



### 2002 Ferrari-Pantera Car Show & Picnic

**Saturday, September 29th, 2002**

\$15.00 fee for driver and one passenger

Make check payable to: **South Coast Botanic Foundation**

Name(s) \_\_\_\_\_ Home Phone \_\_\_\_\_

Address \_\_\_\_\_ Bus Phone \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Ferrari Model \_\_\_\_\_ Year \_\_\_\_\_

**Please send your entry to:**

Ferrari Club of America,  
4358 Nogales Drive  
Tarzana, CA 91356.

For event information, please contact Tom Brockmiller (949) 766-1195.



Friday, August 16, 2002 • Quail Lodge Resort & Golf Club • Carmel, California

*FEATURING*

**RACING CARS AND  
RACING STARS**

The centerpiece display will include a diverse selection of significant race cars from the various Italian marques, and we plan to have guests present who have contributed to their success and notoriety.

*ALSO FEATURING*

• **Vintage Ferrari Concours**, hosted by the FCA's Pacific Region  
The Ferrari Concours is ranked at the top of all FCA events. Held in conjunction with Concorso Italiano, the Vintage Ferrari Concours attracts some of the very finest pre-1991 Ferraris seen anywhere, competing for the highest points in their classes. In addition, you can be assured of an incredible display of late model cars sporting the Prancing Horse. Over 300 Ferraris create a sea of red on the Ninth Fairway!

- **Fashion Show** • **Italian Opera Presentation**
- **Corral Feature Display**  
honoring Corvette, celebrating its 50th Anniversary
- **Over 100 Automobilia Vendor Canopies**

*To show your vehicle, contact Concorso Italiano for an application or register on-line.*

**Advance Spectator tickets**

are \$50 until June 30 and \$60 from July 1st-15th, and include express entry, close-in reserved parking and Event Program.

**Order online at: [www.concorso.com](http://www.concorso.com)**

Day-of-event Tickets are \$60, includes on-site parking and an Event Program. (Spectator Tickets are non-refundable)

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1 per customer per visit. Not applicable with any other specials or offers. See dealer for details.

*Please stop by and see the new owners, Harry Gray & Tony Schwartz*

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On Ventura East Of Canoga*

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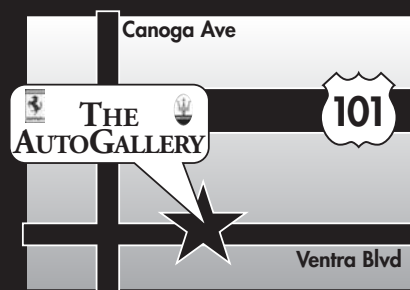
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1 per customer per visit. Not applicable with any other specials or offers. See dealer for details.

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**Save the Date**

Sunday, October 13, 2002

## Corona Airport Open House

A most unusual Ferrari drive and social event\* has been planned. Members Fred Peters and Charles Betz have made possible for our FCA SW Region to hold an open house in their new administration facility at the Corona airport. There will be flight line parking reserved for Ferraris, a gourmet (homemade) Mexican buffet lunch, open hangars to see the beautiful airplanes, airplane rides, etc., etc., etc.

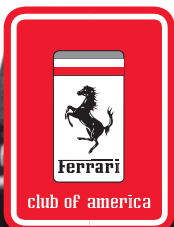
When did you last fly in a magnificent DC3 or Stearman open biplane??? You will witness airplanes exceeding speeds of 120 mph and climbing to altitudes of over 600 feet.

Fred and Charles have made it possible for us to see how sane men spend lots of money on a hobby not unlike ours. The airplane people enjoy showing their toys just as much as we do.

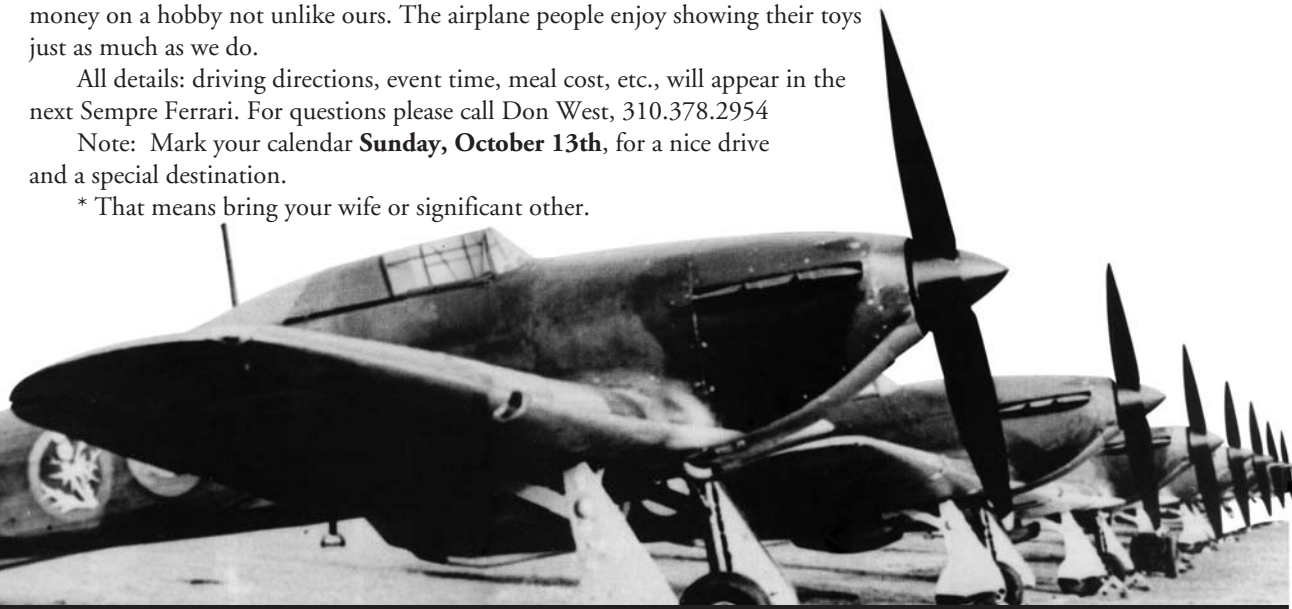
All details: driving directions, event time, meal cost, etc., will appear in the next Sempre Ferrari. For questions please call Don West, 310.378.2954

Note: Mark your calendar **Sunday, October 13th**, for a nice drive and a special destination.

\* That means bring your wife or significant other.



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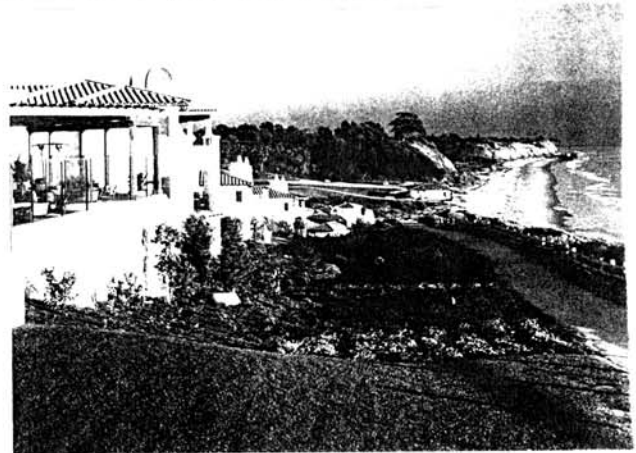
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Weekend, October 18-20, 2002

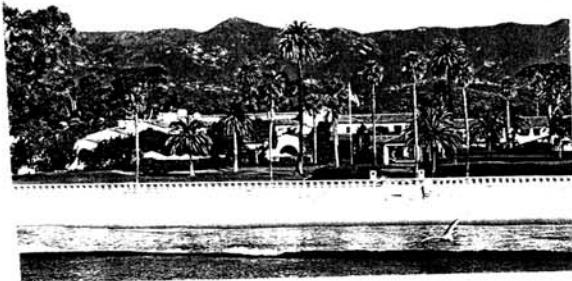
## Southwest Meets the Pacific Region

# **THE CIVIL WAR WAS OVER LONG AGO. It is time for the NORTH and the SOUTH to RISE UP AGAIN and MEET IN SANTA BARBARA on OCTOBER 18-20 2002**

We will meet after an interesting drive from San Francisco and Los Angeles to the fabulous New **BACARA RESORT & SPA** in Santa Barbara (Goleta) on Friday Night for a special cocktail party and Buffet Dinner. On Saturday with the help of locals Gary Silverstein and Joel Quaid we will travel the area with a **catered lunch** at fantastic winery. The Dinner and cocktail party Saturday Night will be at the famous historic **HOTEL BILTMORE** in Montecito.

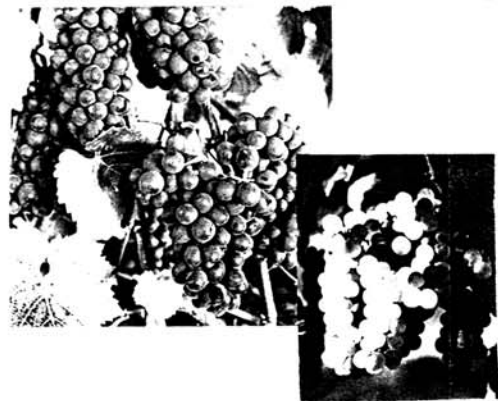


This is a great opportunity for the Pacific and Southwest Regions to meet each other with their Ferraris for a spectacular week end together



The **cost** for **2** nights at the BACARA is **\$770** for Friday and Saturday Night.

The meals cost for the Friday Night **Buffet** at The **BACARA**; The catered **LUNCH** at a winery; And the dinner at the **BILTMORE HOTEL IS \$430** per person. (what these hotels won't do to screw the public)



This is a one-time opportunity to participate in a Spectacular Event that you cannot do yourself. Though expensive, the Ferrari experience with the two Regions together will be a one of a kind event-always to be remembered

**Send deposit check for \$250 by September 1** to Bill Schworer, 940 Cowper St. Palo Alto, CA 94301 650.321.6123 Call for further information. Acceptance letter w/ detail will follow your deposit. **Balance** will be due September **30**

# Now Open Ferrari and Maserati Beverly Hills Service Facility

Ferrari of Beverly Hills announces the opening of their new service facility in West Los Angeles. The all modern 11,000 square foot location houses all of the latest equipment and technical instruments in which to maintain and repair all vintages of Ferraris and current offerings of Maseratis in dedicated service areas.

President Giacomo Mattioli has invested an impressive amount of resources and energy to create the ultimate atmosphere and working environment for both FBH's customers and the dealership's personnel. The new conveniently located facility handles new Ferrari and Maserati preparation, routine maintenance, warranty service and minor and major. Factory trained technicians, many with over 15 years of Ferrari experience are at the ready to keep your prancing horse on the road.

Being an authorized Ferrari dealer ensures the latest information directly from the factory in regards to new model safety and mechanical updates. Sophisticated diagnostic equipment for SD1 and SD2 electronic systems require factory trained technicians to quickly analyze and resolve service needs. A parts department inventory of over \$600,000. is the largest in the western United States. Parts which are not on hand are either delivered next day from Ferrari Maserati North America or air freighted from the factory reinforcing FBH's strong relationship with Ferrari Maserati North America.

FBH is very proud of their customer service. Ferrari of Beverly Hills honors all factory warranties regardless of where the car was purchased. In fact a number of regular customers who live as far as Las Vegas and La Jolla routinely have their cars transported to FBH for maintenance and service. For added convenience of owners, car pickup and delivery service can be arranged with advance notice, as is a limousine service to get you back to work or home as comfortably and as efficiently as possible.

Service performed at Ferrari of Beverly Hills comes with a 12 month warranty and is valid to serviced performed by any authorized Ferrari dealer, such is the confidence of nationwide Ferrari dealership service. This is especially important for drivers with multiple addresses who travel about the country. Service Manager Dikran Kalaydjian also emphasized the importance of keeping in contact with your dealership to learn about factory recalls or updates. It is not uncommon for out of warranty work to be performed at no charge to keep the good will of Ferrari ownership intact.

For more discriminating owners, FBH also caters to the fantasies of those drivers who ask for more performance and style for their cars. A personalized consultation will help you craft a unique blend of after market products and accessories. Whether your taste runs from performance tuned exhaust systems, custom wheel and tire combinations, to entertainment systems, the staff at FBH is glad to assist in creating your exotic exotic.

Overall, quality service and personal attention are key components to the success of the Ferrari and Maserati Beverly Hills service department. They are very proud of their new facility and they invite you to stop by.



Ferrari of Beverly Hills  
(Service Department)  
2036 Westgate Avenue  
Los Angeles, CA 90025

310/481-0190  
310/481-0198 fax

[www.ferrari Beverly Hills.com](http://www.ferrari Beverly Hills.com)

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President

Dikran Kalaydjian  
Service Manager

Eric Eckert  
Customer Relations

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Service Manager Dikran Kalaydjian is very proud of their new service department. From new car preparation to minor and major servicing, Ferrari and Maserati Beverly Hills wishes to be of service to you.



Ferrari of Beverly Hills (Service Department) new service department has more room for service and new car preparation of Ferraris and Maseratis.



Lower right - Javier Jorge Cazares prepares cars to the customer's white glove inspection standards.

SF



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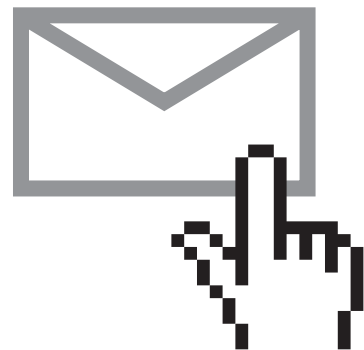
So that we can efficiently communicate with our members, we ask that you send us your current email address.

From time to time there are event announcements, last minute event changes or special activities that our club would like to let you know about. Due to time and mailing constraints there's just no getting around that an email is a convenient way to send a message.

Our club will not share your private information with any other group or organization, so rest assured that your email contact information will remain confidential. Should you wish to be taken off of our email notifications, simply let us know.

Please send us your current email address even if you think we already have it, as many of us have changed email accounts and it is easy to forget to update all of our necessary contacts.

Please email: [binglis@cbre.com](mailto:binglis@cbre.com) and we look forward to keeping you informed with FCA-SW activities.



# The Worst 100 Point Concours Restored Ferrari 365 GTB4 in the World

Article and Photos by Shin Takei

**A deviation of up to 30 minus points is possible for what is described as a “perfect” car. This was one of those cars.**



The face of a very unhappy and lopsided Ferrari. Poor fitting windshield mouldings offer a hint of the problems beneath the surface of the shiny paint.

No, its not mine. During the early nineties although the bubble had already burst, some collectors and enthusiasts were still chasing their dreams to own a classic car. Some had been educated the hard way by buying cars that were represented as Concours Restored or perfect 100 point cars only to find that they were far from being complete. Those of us who have restored cars know painfully well that to complete a 100 point restoration, the last 10 points cost as much as the 90 points before that. I have seen many cars purported to be 100 points but in reality never more than 90. Somehow the restorer/s decided to skip the last 10 points, so in essence when viewed from 25 feet away it looks like 100 points but you have to deduct a point every feet you got close. No group of car enthusiasts in the world got reamed more than the Japanese during the late eighties and early nineties. I know so, because I saw plenty of what they were buying. They were delicious targets for tricky car brokers because they lacked the know-how to properly assess the degree of restoration and authenticity of a given model.

This tragedy is one of those stories but a particularly distressing one because it started out as a dream and promise and ended with no one being happy, especially the end buyer. I was contacted by one of my clients who represented a buyer in Japan. He came over to Los Angeles in search of a Daytona and wanted to buy mine but because it was not for sale we went and looked at a few in town. None were in the condition the customer desired and my client purchased a different car for a different customer and went home telling me to keep my eyes open if one came up for sale. After a few weeks, I got a call from my client who informed me he found a 100 point Concours Restored Daytona in Italy. Because it was in

such spectacular shape it was being offered at \$170K USD, quite high even for that time. The car was being represented by a broker who he did business with before and wasn't Italian. I suggested that he get on a plane and go look at it because the seller's 100 point may not be the same as his 100 point criteria. I told him in my experience I have seen a deviation of up to minus 30 points in some cases. Then he said the famous last words, "I trust him, and he described it as perfect, with no flaws." I still insisted that it was well worth his time to go look at it and left it at that. Now we fast-forward two months when my client called me frantically on the phone.

He told me the car arrived from Italy and it wasn't what it was represented to be. Moreover, his contact disappeared and no one knew where he went. He couldn't show his customer the car because it was so bad. I told him that at least the car arrived so it can't be a total loss but that didn't help his disappointment. Since he couldn't send the car back, he wanted to send it to us to make it into a 100 point car. At the time, I was in that business so dollar signs started to float in my mind. I'm glad I refrained from telling him "I told you so." He didn't want to go into details of what he thought was wrong and told me I'll be able to tell when I see it. We fast forward another two months and the Daytona finally arrived here on a boat, cleared customs, posted the required bond for temporary entry and came on a flat-bed to Modena Sportcars where I was in charge of restorations. As most of you know Modena Sportcars was co-owned by Bruno Borri and Luciano Fabbio. The two became famous by being the team mechanics for owners Jim McRoberts and Bill Nicholas and manager Otto Zipper. Together with John Morton and Tony Adamowicz they went on to not only



win their class at the 1979 Daytona 24Hr Race but place second overall. So Daytonas were a regular at their shop. The car looked good while sitting on top of the truck from 50 feet away. But as soon as the car was unloaded and we took a closer look things just didn't add up.

Viewed from the front and rear, the car looked like it was hunched over to the left, sort of like in a cartoon when a car is cornering fast on a right hand sweeper. The left rear wheel was flush with the fender lip while the right rear wheel was inset more than an inch. The right rear wheel arch was 2 inches higher than the left rear wheel arch. The entire greenhouse was pushed to the driver's side. From this, we concluded the car had a major accident that could have ended in wrapping itself around a tree or a power pole on the driver's side. To correct this mangled body, the creative artisans in Italy had their work cutout for themselves and creative they were. For instance, to fit the new door skin into the slightly smaller door frame, they shaved the front leading edge of the passenger door skin about half an inch. To fit the hood, they also cut a sliver from the right top edge near the windshield. The stainless windshield garnish and the drivers A-pillar post were all fitted to suit. The red paint was okay but not spectacular and the bright work the same. The engine compartment was painted but very little preparation was done before painting. We then put the car on a hoist to look at it from below. This is when we discovered further atrocities. The entire bottom of the car was coated in black undercoating so at first look it was okay but on close inspection we found that it was there to cover rust. In fact, we poked some frame members with a screwdriver and it went right through. So much so that from that hole we could stick our finger in as the metal crumbled to the ground. We then scraped the area and found that they didn't even bother to remove dirt or grease before spraying it, so large amounts of coated gunk just fell off.

Overall, without the peculiarities in the body-work the car looked funny and gave an impression that something was not quite right. The interior was also not up to snuff and had a musty smell and not the characteristic scent of a mixture of leather and gasoline. It was a restoration all right but a quick and dirty one.

During the test drive, we found that although the engine sounded healthy, it wasn't tuned right and a lot was to be desired. Since we didn't know what was rebuilt and what was just covered up, a complete tear down was in order. It also exhibited unusually bad under-steer and upon closer inspection we noticed that the rear sway bar was broken, i.e., the horizontal section had broken or snapped off and was missing. They did not bother to remove the vertical section left bolted on or replace it with a new one.

First the engine was removed and taken apart. At this point there was no stopping Bruno because this was his favorite job he did not stop until the engine was completely rebuilt to his spec. During this time he smoked his favorite cigarettes and would discuss politics, soccer, Formula One, and where to get good Italian food, all the while the parts were being disassembled. It should be noted that Bruno takes no notes or any means of identifying any parts that come off the engine or in any order. All parts including nuts, bolts, washers and bearings are thrown into several buckets at random and taken into the parts cleaning vat. There it would sit for several days degunking and cleansed of any dirt or debris or sludge. Luciano and Gustavo Lara, the mechanic proceeded to take apart the rest of the car. The entire engine compartment was bare as brakes, radiators fuel and oil lines were taken apart. All the exterior trim, bumpers, lights, rubber, the interior, the seats, the instrument panel and headliner were removed. Every surface that was uncovered exhibited rust and sloppy cover up of a cheap fix. We were astonished to find Italian newspaper stuffed between panels holding things in place, no kidding.

When the engine parts were cleaned, Bruno and Luciano carefully laid it out on the counter and on several carts. The carburetors on one cart, the piston, rings and rods on one cart, the cam shaft and crank shaft on another. Then they would call me over and the inspection would begin. Bruno would point out a fault, then Luciano would point out another and so it goes on with a few arguments in between always in Italian. What it boiled down to was that no matter what, it was going to cost my clients big bucks. Then it was the body shop to do their turn of



The Daytona's left and right sides of the body were not very symmetrical when we received the car. Note the vast difference of rear fender wheel well openings relationship with each wheel/tire assembly.

Overall fit and finish were poor.

## The Worst Daytona continued

costing out the damage. Just repairing the body to make it straight was staggering but stripping and repainting again was even more. So after the interior was priced out, I had the unpleasant job of sending the estimate to my client. Of course we could not give them a firm estimate, not even a ball park or the time frame. But we made sure that we got paid first before we started the work. This way



Italian newspapers and rags stuffed in the inner fender panel is a less than desirable way to add structural rigidity to a car body.

we could stay ahead and ask them to wire us more when we ran out. No one seemed confident to do the bodywork so Bruno contacted his friend in Phoenix, Arizona who flew over and inspected the car.

Soon thereafter, the stripped body shell was picked up by a transporter and it was on its way to Phoenix. I visited the body shop every other month to check on the progress but it was slow and tedious as frame members that were rusted had to be cut out, fabricated and welded back before the body was repaired.

The engine was the first thing completed as Bruno tore it apart and rebuilt it in two weeks, during which time he also repaired other customer's cars. The rest of the components such as the transaxle, suspension, brake system, cooling system, fuel system were all re-restored as well as the wiring and hoses. But we didn't make it in one year and we applied for an extension for the temporary permit for another year. We got the body back and piece by piece the Daytona was put back together. I always enjoyed watching the moment when the engine was put back in when all hands were needed to position the motor exactly so that while on a hoist, nothing would come in contact with the surroundings. Finally, the day that the engine was ready to start arrived, and as usual, it started on one try and screamed to a high pitch as Bruno fine-tuned it and was proud that no smoke was visible. After that, the rest of the parts including the interior was installed and it was time to go for a test ride. The car now accelerated smoothly and had no handling quirks. The brakes were as good as on any Daytona and it smelled right with just the right amount of essence of gasoline to make you even higher. The sorry Daytona had been reborn into a beautiful stallion, one that any owner would be proud of. By this time almost two years had past since we received the car and the Daytona would have to leave the country or be confiscated. We made arrangements and after we were paid in full, the newly restored Daytona left us on a transporter for a boat to Japan. I remember looking at it on the flatbed and noticed the difference from whence it was brought over. No, it was not a Pebble Beach restoration, but a real good one. **SF**

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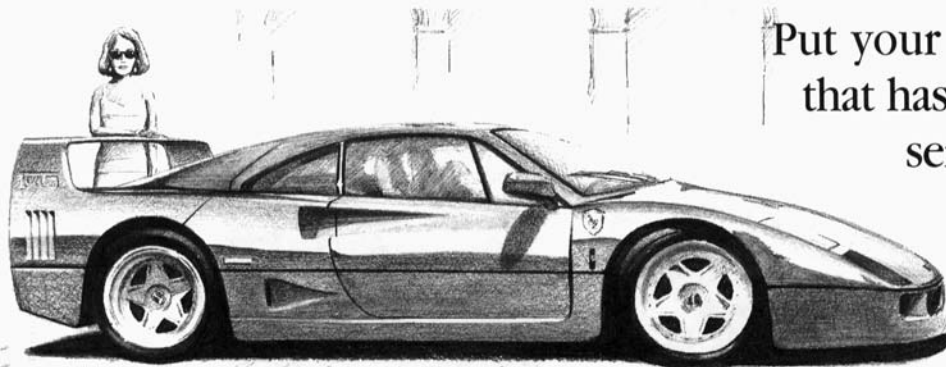
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**Reid Hogue** Coto De Caza  
**Rose Hilton Kemper** Beverly Hills  
**Gregory H. Romine** San Diego  
**Stephen Tidwell** Rancho Santa Fe  
**Richard Armstrong** Long Beach  
**Burt Barnett** Whittier  
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**David Booth** Vista  
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**David R. Esparza** Long Beach  
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When: **Sunday, November 24, 2002 at 8:00 a.m.**

Where: **From Century City to Paramount Ranch in Agoura Hills.**

How much: **\$25 per person, Lunch at the Ranch included.**

Details: This is our response to the impressive feedback received from drivers who participated in the 2002 Rally (About 150 cars, or perhaps the best attended rally at any National event, ever). No awards, no dash plaques, no t-shirts, no fruitcakes in cowboy outfits. This is a no frills driving event through some great local mountain roads.

Questions: Event Co-Chairs: Carlos Amato (310) 446 1554, Walter Meyer (310) 471 2744,

Send Check payable to: FCA Southwest Region to:  
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Let us know your interests  Rallies  Autocross  Maintenance

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If you own or have owned a Ferrari, please complete the following. The data will be used to compile an American Ferrari Register. If your car is a non-production model, or has unusual features, please enclose photos for the file. Feel free to attach additional sheets if necessary.

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Serial number \_\_\_\_\_ Year \_\_\_\_\_

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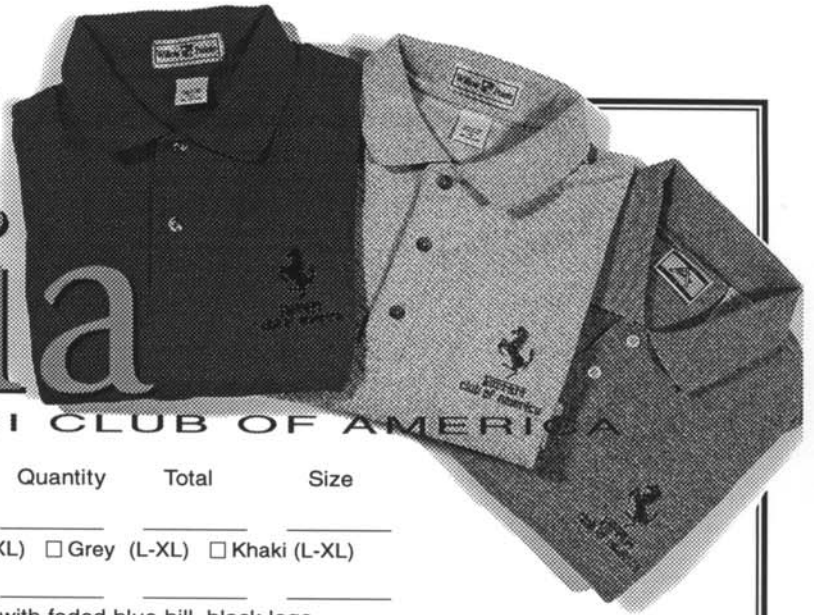
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