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President's Message

Hello members,



When I joined the club in September 2002, our club didn't have a *Sempre* Magazine, we had a black and white *Sempre* Newsletter. A couple years later, the club's leaders decided it was time to transition to a full color magazine on high quality glossy paper. Tex Otto, a board member at the time and future club president, was the publisher of the newsletter and Tex was given the responsibility to design the new magazine. The criteria was to produce the best magazine in the FCA. We succeeded, and for over 20 years our magazine has been the finest regional magazine in the FCA. Virtually every club member I meet loves *Sempre* Magazine. One of the most important reasons to keep the magazine is that it pushes us to create interesting events for our members, which become the magazine's articles. This issue is no exception.

We have a review of the new Ferrari Purosangue by guest contributor Mark Vaughn, West Coast Editor of *Autoweek*. Mark emphasizes it's NOT an SUV!

Rex Gephart reports on the highly successful Virginia City Hillclimb, a SW Region event and one of the most historical car timed events in the country for over 50 years!

We have a report on the 12th Annual Exotic Car Show at Vandenberg Space Force Base. It's an honor to be invited and to share our cool cars with the Airmen.

Bill Makepeace reports on the 2024 Annual Experience in Elkhart Lake, Wisconsin. Everyone that attended agreed it was one of the best National events in a long time. And Bill has another article about Ferrari Racing Days at Laguna Seca.

As usual, we have some great articles from our Hawaii and San Diego Chapters. Gil Diaz reports on the Hawaii Sunset Drive with special guest Valentino Balboni, and Lorraine Yapps Cohen describes the Lorimar Vineyard Drive in San Diego. These two chapters are extremely successful and dynamic.

David Pham recreated the iconic Orange County End of Summer Drive and Dinner, always a popular event.

There are some new advertisements in this issue, thanks to hard working Leon Palassanian, our advertising Chairman. The ads help us to cover the cost of producing the magazine.

Finally, I want to welcome our new members. I hope you enjoy our club as much as I do, and I hope you enjoy our varied events and become what we call an "engaged" member.

A handwritten signature in black ink, reading "Jim Bindman".

Jim Bindman
President/Director
Ferrari Club of America - Southwest Region





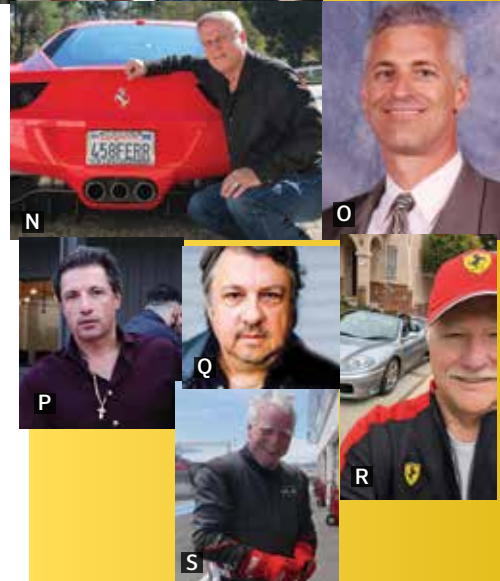
DIRECTORS CHAIRPERSONS

Our thanks to these dedicated enthusiasts who provide opportunities for our club members to share our passion of Ferrari.



Director/Chairperson | Contact Info | Cavallino | Organized Events

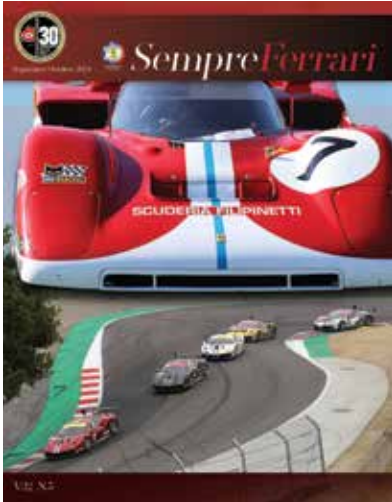
- A Jim Bindman** President/Director/*Sempre Ferrari* Editor | 818) 429-1667 | cool4re111@gmail.com
360 Modena | Special Collections/Vandenberg & Edwards Exotic Car Shows
- B Bill Makepeace** Vice President/Director | 562) 745-5499 | billsteves@aol.com
550 | Photography/Mullin Museum/Santa Anita/Rancho Los Alamitos/Chino Air Museum
- C Peter Lund** Chairman/Director | 310) 766-1600 | plund85@gmail.com
F355 Spider, 612 | In Your Area West LA to Malibu Lunch Drive/Camp Pendleton/LAPD/CPR
- D Rex Gephart** Treasurer/Director | 310) 422-2336 | gephart.rl@gmail.com
458 Italia | Best in Show/Virginia City Hillclimb
- E Holly Franke** Secretary/Director | 310) 702-5715 | hollyin310@gmail.com
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360 Modena, 458 Italia | In Your Area West LA to Malibu Lunch Drive
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- I Mark Process** Special Projects/Director | 323) 677-8759 | dszner35mm@juno.com
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- J Gil Diaz** Hawaii Chapter President | cuda808@yahoo.com
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- K Gary Fenn** Coachella Valley Chapter | 619) 980-4722 | fca.sw.cvc@gmail.com
F8 Tributo | Thursday Member Lunches
- L Sam Burg** Central Coast Chapter President | 805) 680-9962 | way2fastt@comcast.net
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- M Kevork Hashas** San Diego County Chapter President | turkhashas@gmail.com
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- O Tony Levatino** Social Media | 949) 910-9363 | tony.levatino@yahoo.com
360 Modena | Instagram/Facebook
- P Leon Palassanian** Advertising/Affiliate Board | 310) 340-9410 | Lpalassanian@yahoo.com
458 Italia
- Q Kenny Lombino** Strategic Advisor | 310) 339-8657 | lombino@sbcglobal.net
458 Speciale, 16M Scuderia Spider, 360 Modena Six Speed | Grand Canyon Tour
- R Tom Jacobsmeyer** Affiliate Board Member | tvjake2@gmail.com
- S Tom Manchester** Affiliate Board Member | 310) 634-5210 | cellofellow312@gmail.com



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Jim Bindman 2018-2020
Peter Lund 2020-2022

SempreFerrari CONTENTS



Editor | Design | Production
Synchronis LLC

Tex Otto
tex@synchronis.com
310) 218-9141

Sempre Ferrari Editor
Jim Bindman
cool4re111@gmail.com
818) 429-1667

Publication Proofreader &
Website Administrator
Dan Clark

Events Calendar
Holly Franke
hollyin310@gmail.com

Cover Images
Ferrari 512
FCA Annual Experience
- Bill Makepeace
Ferrari Racing Days at Laguna Seca
- Bill Makepeace

Online Event Information & Registration
www.fca-sw.org

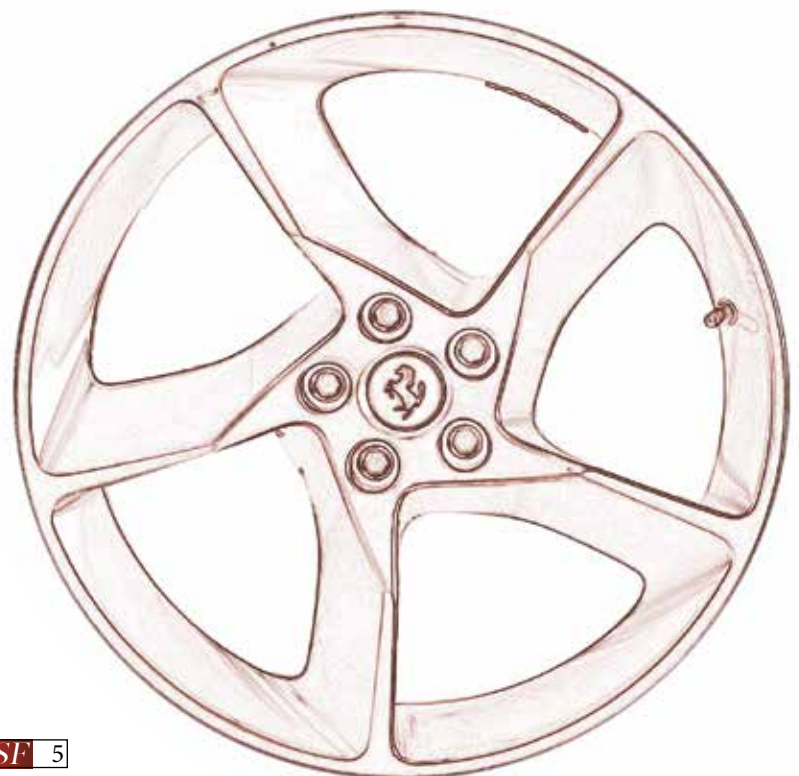
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Go to **www.fca-sw.org** for the latest FCA Southwest Region events!





FCA SOUTHWEST EVENTS GET YOUR FERRARI OUT & DRIVE!

CALENDAR

Register at <https://fca-sw.org/calendar>



January 18, 2025 | Saturday

CPR Training for FCA Members Hagerty Garage + Social, Van Nuys

Join us on Saturday, January 18th for a special CPR training course provided free for our members. This special course is only available for 16 members so sign up immediately if you want to be selected.
Event Organizer: **Peter Lund** - plund85@gmail.com.

January 25, 2025 | Saturday

Nethercutt Museum Tour Sylmar

Whether you are a dedicated enthusiast, a lover of fine art, or simply curious about the world of automobiles, welcome to The Nethercutt Collection—a sanctuary of automotive artistry and an inspiring testament to the boundless ingenuity of human creativity.
Event Organizer: **Mark Process** - dszner35mm@juno.com.

February 23, 2025 | Sunday

Enzo Cruise-In Petersen Automotive Museum, Los Angeles

Come to one of the largest gatherings of Ferraris on the West Coast at the Petersen Automotive Museum. One of our club's most popular events with over 250 Ferraris participating in 2024! No charge to attend, but all cars must register in advance to be admitted.
Event Organizer: **Jim Bindman** - cool4re111@gmail.com.

March 22, 2025 | Saturday

Tom Malloy Collection Tour Corona

With two warehouses filled with cars, the Malloy Collection might be the most complete compilation of Indy cars and pre 60's racers with marques such as Offenhauser, Ford Racing, Lola, Jaguar, Gurney Eagle, Miller, Porsche and McLaren.
Event Organizer: **Mark Process** - dszner35mm@juno.com.

May 4, 2025 | Sunday

13th Annual Concorso Ferrari Old Pasadena

Display of vintage and contemporary Ferraris on renown Colorado Boulevard.
Event Organizer: **Jim Bindman** - cool4re111@gmail.com.



Due to the ever-changing environment, timely email announcements will be sent to members on upcoming events and/or a change of schedule of an existing event. We hope all members and families are safe during these challenging times, and we look forward to seeing you soon. - FCA Southwest Region Board.



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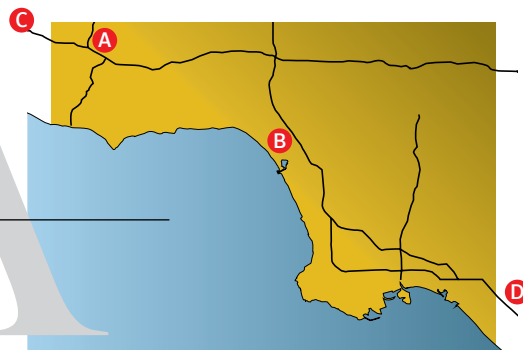
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Monthly casual get togethers with fellow club members & enthusiasts

IN YOUR AREA



A Third Sunday Each Month | The Lakes in Thousand Oaks | Thousand Oaks | 9-11 am

Piazza GranTurismo is hosted by Ferrari Westlake/Ferrari Los Angeles Service. Combining high performance with a relaxed setting, PiazzaGT is a way to experience elegance, sophistication and passion for luxury automobiles. Ferrari Corral parking and complimentary coffee and is open to all exotics and fine vintages.

LOCATION: The Lakes at Thousand Oaks, 2200 Thousand Oaks Blvd., Thousand Oaks 91362

HOST: Ferrari Westlake PiazzaGT | 888) 459-7720 | events@ferrariwestlake.com | piazzagranturismo.com



B Last Friday Each Month | West Los Angeles to Malibu Lunch Drive | 11:30 am

We meet in Brentwood around 11:30 am on the last Friday of the month for a drive up the coast and through the canyons to a restaurant in the Malibu area for lunch. The only cost to join in is the cost of your lunch. Advance registration is requested to ensure sufficient parking.

LOCATION: West Los Angeles area. Contact Shawn for details.

HOST: Shawn Dutton | 619) 318-4600 | shawdut@yahoo.com



C Third Saturday Each Month | Central Coast Area | Northern or Southern Locations | 9:30 am

We're starting our monthly In Your Area Gatherings to see where people want to join up. The location will alternate between a northern point around Paso Robles or SLO and a southern point around Santa Barbara. Contact Sam Burg for more information.

LOCATION: Alternates between a location on the southern part of our chapter and a northern location.

HOST: Sam Burg | Central Coast Chapter | way2fastt@comcast.net



D Every Thursday Lunch during the winter season | La Quinta | Coachella Valley Chapter | 12 noon-2 pm

Weekly lunches during the winter season November - May. Please RSVP your attendance.

LOCATION: "The Slice" 46-660 Washington St #8, La Quinta, CA 92253

RSVP CONTACT: Bob Daddio | 760) 578-8446 | robertdaddio49@gmail.com



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GUEST ARTICLE

The Purosangue is Ferrari's First SUV

Just don't call it an SUV, at least not in front of anyone from Ferrari

WORDS Mark Vaughn, *Autoweek* West Coast Editor | PHOTOS Mark Vaughn and Ferrari SpA



W

hen it came to SUVs, every carmaker on Earth had at least one... except Ferrari. For the rest of the world's carmakers SUVs made up at least half their income and more than half their product line.

Carmaker after carmaker even eliminated sedans and coupes entirely in pursuit of the big bucks that came from making crossover utility vehicles and SUVs. (SUV is more likely to have a body on frame chassis and a low-range transfer case, CUV is usually just a car chassis with a larger, taller crossover utility body on it.)

And Ferrari? For years, Ferrari denied it would ever have such a vehicle, acting almost insulted whenever anyone broached the subject.

"Ferrari will never do a vehicle like this, we will never do an SUV," one exec told me only a couple years ago during a drive of the then-new GTC4 Lusso.

And then... voila! The Purosangue!

Now granted, the Purosangue is not just any SUV, it's not a body-on-frame with a separate low-range transfer case and BFGoodrich T/A KM3 tires ready to tackle the Rubicon or race in the King of the Hammers. But it's an SUV, by today's standards of the term. Or at least a CUV.

"After years of anticipation by the international automotive fraternity, Ferrari today unveiled the Purosangue, the first ever four-door, four-seater car in the Prancing Horse's 75-year history," Ferrari said at the not-an-SUV's introduction.



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The Purosangue is Ferrari's First SUV



To make such a vehicle a true Ferrari, the prancing horse adopted “a completely different layout and innovative proportions compared to modern GT archetypes (so-called crossovers and SUVs),” Ferrari said, the only time it mentions SUV in a few thousand words of information. Instead of the typical SUV’s engine layout of the powerplant forward or straddling the front axle, with the transmission bolted directly behind it, the Purosangue has a mid-front-mounted engine positioned aft of the front axle and an eight-speed rear transaxle way out back. This results in a 49/51 front/rear weight balance that Maranello’s engineers deem optimal for a mid-front-engined sports car, Ferrari says.

And what an engine it is, what other SUV has a V12? (Okay, the Lamborghini LM002 of 1986-1993, yes, but what else?) The naturally aspirated V12 makes 715 hp. Ferrari says it is also tuned for low-end torque “without losing the feeling of linear, never-ending power typical of Ferrari’s naturally aspirated V12s.” On the spec sheet that means 80 percent of its 528 lb ft of torque is available at or below 2,100 rpm. Peak horsepower sits at 7,750 revs. That’s quite a spread.

Even so, “Throttle response is characteristic of a real sports car,” Ferrari promises.

To achieve that, the intake, timing and exhaust systems are completely redesigned, but the heads are from the 812 Competizione. Ferrari likes to point out that this is the most powerful engine in its segment, and it is: the Lamborghini Urus has “only” 641 hp, Porsche Cayenne Turbo S E-Hybrid Coupe 670, Aston Martin DBX 707 model 697 hp, Maserati Levante 580 hp and the McLaren... hey, McLaren is still claiming they’ll never make an SUV!

The Purosangue’s lower chassis is aluminum while the roof is carbon fiber, with some elements in between made of steel. That makes it lighter and stiffer than any previous Ferrari four-seater. While the front doors open in a more conventional front hinge arrangement, the rear doors open from rear hinges - up to 79 degrees - to allow easier access for rear-seat passengers.

The Purosangue rides on Ferrari’s active suspension technology enabled by Multimatic’s True Active Spool Valve (TASV) System. “Compared to other solutions on the market, this new suspension architecture offers numerous advantages by combining electric motor actuation with a high-precision spool valve hydraulic damper into one fully integrated system. The electric motor ensures that body and wheels can be controlled actively with more force authority and at higher frequencies than traditional adaptive or semi-active systems.” All that together delivers what Ferrari says is “usability and comfort standards that would position it at the very top of the market as well as delivering signature Ferrari vehicle dynamics and performance on a par with the rest of the range.”

Extensive use of electronics further manages handling, from the new ABS ‘evo’ controller and brake-by-wire system first found in the 296 GTB to Electronic Stability Control, SSC (Side Slip Control) 8.0, to the 4RM-S system developed for the GTC4Lusso, which has been further evolved and now inherits the innovations made to the control logic developed for the SF90 Stradale’s 4WD system, coupled with the new independent 4WS seen on the 812 Competizione.

Inside, the car has what Ferrari calls its “signature GT sports car aesthetic,” from the driver’s cockpit inspired by the SF90 Stradale, centered around a 10.2-inch display surrounded by dual-cockpit dashboard concept that extends to the back of the car. All four seats adjust, too, to guarantee comfort and support no matter where you’re seated (let’s hope it’s in the driver’s seat).

Should you ever get behind the wheel you’ll find that 0-62 mph comes up in 3.3 seconds, 0-124 in 10.5, and maximum speed tops out at 193 mph.

Look for a starting price of right around \$400,000.

And remember, it’s not an SUV! *SF*



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2024 Virginia City Hillclimb

A great time and a new record achieved for the hillclimb

WORDS & PHOTOS Rex Gephart



It's Friday, September 13th at 4:30 pm, the night before practice runs up the Hill begin. A mandatory in-person driver registration meeting for all fifty-two entrants has begun.

Each driver is required to check in, present a signed technical inspection form of their vehicle and helmet from an approved performance shop, and sign the FCA waiver of liability form. Entrant packages are provided which include the event schedule, car number, driver group, and FCA window sticker verifying that the driver is a current FCA member, and that the vehicle passed the technical inspection. Dennis Chiodo, the event Chairman and Director, and Frank Zucchi, Chief Steward, present the event rules and safety procedures.

Drivers are reminded that once they complete a run up the hill and cross the finish line, the road they use to return to the start line is a public road, and if ticketed for speeding they will be removed from the event. They also discuss the event safety protocols, including the meaning of each of three flags that a driver may see when making a run up the road:

- Yellow Standing: Go slow.
 - Yellow Waving: Go slow - may need to stop/hazard ahead.
 - Red: Pull safely to the right of the road, stop car, wait for instructions from the corner workers.
- Fire trucks may be approaching from above or below.



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Virginia City Hillclimb

Saturday begins at 6:00 am with the "OB (O'Brien) Challenge", a run/walk up the 5.2 mile, twenty-one turn route which gains 1,200 feet in elevation. Mandatory roll call for all drivers starts at 9:00 am. Driver wristbands are distributed verifying that the entrant attended the safety meeting and met all event safety and technical requirements. Familiarization runs for all drivers new to the event begin. Emergency vehicles and corner workers are put in place. Group A practice runs start at 10:00 am. The Hill is closed at 5:00pm. Sunday follows nearly the same schedule except that all runs are timed runs.

So, what new record was set this year?

Drivers made seven hundred runs up the hill over the weekend, the most runs ever made in the history of the event! That equates to one car per minute throughout Sunday. This was made possible because there were no accidents, no incidents, and no mechanical failures requiring a tow truck, thus temporarily stopping the race. There were also no cars or motorcycles that accidentally accessed the race route, interrupting the timing of the runs. And this record number of runs was accomplished while maintaining established safety margins between vehicles using a unique timing software written specifically for the event. This software calculates and continually updates the average run time of each participant, and then uses the average run time to calculate the required separation time between the next two vehicles on the grid, with the objective being to keep each vehicle separated by at least 30 seconds throughout the entire run. The timing Chief then gives each driver a countdown based on these calculations, letting them know when it is safe to start their run. This allows the Hillclimb team to keep cars safely apart all the way to the top of the hill, giving the corner workers and safety stewards approximately 30 seconds to respond if an incident occurs.

A split-second difference!

The fastest run ever recorded at the VCH took place in 2022 when Benn Godenzi sprinted up the Hill in 3:03.766 in his carbon yellow 2019 McLaren Senna. This year however, Justin Schuh came really close to beating Benn's record with a 3:04.719 in his 2019 blue Porsche GT2 RS, and Matt Gilsdorf came in second place with his run of 3:05.219 in his 2024 all carbon Radical RXC 600R with a twin-turbo Ford EcoBoost. Worth noting was the high number of completely stock, off-the-shelf street cars with run times less than 3:30!

What is the Virginia City Hillclimb?

As a celebrated event over the past 50 years, the Virginia City Hillclimb is an annual event that has established itself as one of the premier hill-climbs in North America. Extremely well organized and safe, the event is run by volunteers of experienced drivers and technicians who know the course. It is a time trial in which drivers try to better their own quickest elapsed time to complete the 5.2-mile course. It is not a wheel-to-wheel competition. Well over two hundred people, twenty-two businesses, three sponsors, and the City of Virginia City participate in and support the event. Of the fifty-two cars entered this year, seven were Ferraris, including a 330GTC, 11 Porsches, including a 992.1 GT3 RS, an Automobili Pininfarina Battista, 5 BMWs, 6 Fords, including the Radical RXC 600R, and 3 McLarens.

The Hillclimb's distinct advantage is that it is the only major hill climb in the United States that has a separate road for drivers to use to return to the start line. Drivers make runs up the hill using Nevada Route 341, a beautiful two-lane road which is closed to traffic during the entire 2-day event and then, once reaching the top, use Nevada Route 342 to return to the start line, as opposed to events without a return route where drivers must wait at the top of the hill until all have completed their runs and then return back down the same road as a group to the start line.

Virginia City Hillclimb Dinners

Virginia City sits about forty minutes southeast of Reno, and about twenty-five minutes northeast of Nevada's capital, Carson City. In the mid-1800s, the mining town was dominated with saloons, the 2,500 student 4-story Fourth Ward Schoolhouse, and Piper's Opera House, a performing arts venue. Today, many of those same buildings have maintained their 19th century appearance, including the Fourth Ward School and Piper's Opera House where the Virginia City Hillclimb Saturday and Sunday dinners were held.

On Saturday night, over one hundred participants from the Hillclimb packed into the schoolhouse, with its creaky hardwood floors and original student desks, to enjoy a buffet dinner. Sunday's dinner at Piper's Opera House, which was also packed with Hillclimb participants and was catered by Carson City BBQ, took the more traditional role of an awards banquet and "roast". Dennis Chiodo, master of ceremonies, opened the dinner and, for the first time, presented the driver individual run times for the weekend. Awards were presented for the first three places in each of many vehicle classes followed by Dennis' roast to poke fun at different drivers.

Awards that were handed out included the Big Wheel Award for the driver who had the biggest non-life threatening "screw up" on the Hill (Shane O'Brien). Traditionally, the winner of the Big Wheel Award must in some manner add something to the Big Wheel trike, then attempt to ride it across the Piper Opera House stage. The entire evening was a fun filled affair.

Credits: Dennis and Sandra Chiodo, Frank Zucchi, Nicole Andrews, Scott Strohmeier. *SF*

PHOTO CAPTIONS THIS PAGE:

- A** Virginia City Hillclimb FCA SW Region banner.
- B** Ferrari 296 GTB. **C** VCHC organizers and staff.
- D** Chairman's Award. **E** Rex & Lilly Gephart at Saturday night dinner. **F** Fully electric Pininfarina Battista ready to run. **G** Porsche GT3 RS.
- H** McLaren 76 LT.



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2024 Vandenberg

Our 12th Annual Exotic Car Show brought families and enthusiasts together for a great day

WORDS Jim Bindman | PHOTOS Bill Makepeace and Jim Bindman



Our 12th Annual Exotic Car Show at Vandenberg Space Force Base on September 21st was the same as the previous 11 shows: Wonderful!

There were 75 beautiful cars on the lawn in front of the Officer's Club and several thousand spectators from the base attended. As usual, many Airmen's families were there, and hundreds of kids loved seeing the cars and the other fun things available like the bouncing house and rock-climbing wall. Just about every kid sat in a cool car for a photo op that they will never forget!

Besides approximately 50 Ferraris, to make the show more interesting for the spectators, we invited a variety of other makes including Lamborghinis and Lotuses.

As always, at the beginning of the show the Vandenberg Honor Guard was present, and the National Anthem was played as they marched on the field. The mission of the US Air Force and Space Force Honor Guard is to deliver premier ceremonial honors and inspire the nation. The Honor Guard comprised 3 men and 2 women and they definitely delivered.

Awards selected by the spectators included FCA member Tom Elerding with his beautiful Ferrari Daytona and retired Air Force F-16 pilot Kevin Hayes in his blue Lamborghini Diablo.

As always, the central coast weather was perfect; the Space Force has officially guaranteed perfect weather for our car shows since we began in 2012!





Besides the car show, there were booths from local businesses and several food trucks. Plus, the Officer's Club was open for breakfast and lunch. Hanging out at the base is a special treat and everyone loves the unique experience, especially meeting the amazing young men and women Air Force Airmen and Space Force Guardians.

The car show has also been one of the most popular events of the year at Vandenberg. Our objective is to provide an interesting event for the Airmen and Guardians. Besides bringing our cool cars for them to admire, all car owners donated money to the Air Force MWR (Morale, Welfare and Recreation) Fund. The total donation was \$5,600.

After the car show, many of us stuck around for a gourmet Italian dinner at the club. The food was exceptional, and we were treated to a classical piano performance by Airman Malcolm Astudillo.

This event could not happen without the coordination of dedicated people at the base. I want to thank all of them but especially my main contacts: 30th Force Support Squadron Deputy Director Milton Erkins, FSS Community Services Flight Chief Jonathan Huppke, FSS Marketing Managers Brittany Swain and Wyatt Smalling, Officer's Club Manager Luis Garcia, Vandenberg Lodge Guest Services Manager Carol Lewis and our base escort Steve McKinnon and his purple Hellcat.

After another very successful event, we were officially invited back for 2025. *SF*



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The 2024 FCA Annual Experience

About 500 members enjoyed themselves over 4 days of events with fellow members from all across the country

WORDS & PHOTOS Bill Makepeace



The 2024 Ferrari Club of America Annual Experience was held in Elkhart Lake, Wisconsin this September. The planners for the annual meet need to find a venue that includes a nice hotel for our members to stay, a great racetrack close by to exercise our Ferraris, interesting roads with beautiful scenery for spirited drives, and unique local attractions for FCA members to explore. Not always so easy to find everything in one place, but the volunteers of the North Central Region did a superb job in both planning and executing this year's event.

The host hotel this year was the beautiful Osthoff Resort located on the shores of Elkhart Lake, and it was conveniently located near the famous Road America Racetrack that was just over two miles from the hotel. The Annual Meet is unique because it's the only FCA national concours held once each year, and is the only chance for members to participate in the Coppa Bella Machina (translated from Italian as beautiful machine) and the Coppa GT driving evaluation.

There was more to the 2024 Annual Experience than just the concours. Registration opened Sunday at noon, and there were several seminars at the hotel in the afternoon as well as grid inspections for club members who wanted to track their cars. The traditional Welcome Reception was held Sunday evening in the same venue as the Mercato di Ferrari. The Mercato showcases select vendors of Ferrari themed merchandise, and it offers sponsors a chance to meet club members in a social setting and promote their products. The reception offers



great food and more importantly it's a chance to meet up with friends from other regions that the Annual Experience brings together once a year.

The first full day of the meet was the concours held on the infield of the iconic Road America Racetrack. The judging follows FCA guidelines stressing originality and authenticity. Ferraris can't be improved. If a car scores 97 points or higher it earns a Platino Award, and is eligible to participate in the Coppa Bella Machina competition. While some wear and tear such as small stone chips or normal scuffing on the driver's seat bolster is perfectly acceptable in the Concours, the Coppa Bella Macchina is different. It requires 100% functionality of everything on the car. Period! If owners pass this rigorous test of their Ferrari they may choose to go to the next level: Coppa GT. This is a rigorous test of driver and automobile in which members drive their cars on the track at about 90% of the car's capabilities evaluated by independent driving instructors not affiliated with the FCA. Usually only one or two members earn this prestigious award each year.

The 2024 Annual Experience Concours was the best one anyone could remember. There were over 190 Ferraris and Dinos on the field. Included in the impressive number of cars were over fifty Enzo Era Ferraris. Just one single row had many coach-built Ferraris, that is pre 1955 Ferraris where running chassis, not complete cars were sold, and customers had them completed by a carrozziere of their choice. It was an amazing sight to see so many historically important Ferraris in one place. This was the row of sixteen cars that included the first three Ferrari class winners from this year's Pebble Beach Concours only a few weeks

The 2024 FCA Annual Experience



before, and the rest of the cars on the row had won either Best of Show or Best in Class at each of the six major concours across America and Europe. It was an impressive sight that may never be repeated. On one end of the row of sixteen coach-built Ferraris was Tom and Jill Peck's recently restored Pebble Beach class winning Ferrari 1955 375 MM (0476AM). It's a stunning orange and grey Ghia bodied car, and Tom wore a matching color coordinated sport jacket with a special lining. On the other end of this very special row of Ferraris was the green and red 1955 375 MM (0355AL) built for Fiat boss Gianni Agnelli.

The other fourteen Ferraris in between these two historically important "bookends" were just as special! The earliest Ferrari was a Ferrari 212 Export Vignale coupe (0092E) near a 212 Export Vignale cabriolet (0110E), a 340 America Touring barchetta (0116A), and a 340 America Ghia coupe all built in 1951. There were three 1952 Ferraris on display: a Ferrari 212 Inter Ghia coupe (0161EL) originally owned by Argentine leader Juan Peron, a 342 America Vignale cabriolet (0232AL), and a 342 America Pininfarina Cabriolet (0234AL) built for King Leopold of Belgium. The remaining cars in the special row were several limited production 400 and 410 Ferrari Superamericas. What a lineup of very special Ferraris all in one place at the same time!

Another row nearby had only five cars, but they were very special Ferrari race cars. Three of the four cars were brought by David MacNeil who brought twenty-four Ferraris from his collection for this concours: a 1962 250 GTO (4153GT), a 1958 250 GT TdF (0909GT), and a 1973 365 GTB/4 Daytona competizione (16407). Jim Fuchs displayed his Ferrari 166 MM/53 Touring spider. The fifth car was a 1955 Ferrari 500 Mondial Series II (0556 MD) owned for 58 years by Admiral Robert Phillips. The car earned 100 points at Pebble Beach, and is now enjoyed by its new owner who drove the car on the iconic Road America racetrack. Ferraris are meant to be Driven!

There were quite a few Ferrari 250 GTs of various body styles, a row of 275 GTS and GTBs, and quite a few 330s and 365s were lined up for club members to enjoy. The Enzo Era cars were well represented. There were plenty of modern Ferraris on display with virtually every model well represented, and there were even a couple of 2024 models. There was a row of a dozen Ferrari supercars. It was an expansive display that seemed to go on as far as the eye could see. It was very impressive and really had to be seen to be believed.

As an example of the varied activities at an Annual Meet, there was a Fashion/Jewelry Luncheon at the hotel on Monday for those who didn't want to spend all day at the concours, and an evening dinner reception on the Osthof's expansive front lawn.

Starting on Tuesday, participants who wanted to test the capabilities of their Ferraris and themselves in a safe manner on one of the most iconic tracks in North America spent the first of two days at the track. Road America is a beautifully maintained facility and there were driving instructors for all levels from beginners just starting out to experienced drivers who just needed some familiarization laps on an unfamiliar track. It's a great way to learn the capabilities of our cars in a safe environment, plus no traffic tickets.

SELECT PHOTO CAPTIONS:

- A** Ferraris on track at Road America.
- B** Bob Smith and Tom Peck.
- C** Leslie Blinn and David Williams.
- D** Admiral Robert Phillips.
- E** Coppa Bella Macchina judging.
- F** Jody Stewart, Denise Ferrari and ? check out the EAA.



E



If one didn't bring a Ferrari or didn't want to track their car, there were scenic drives both Tuesday, Wednesday, and Thursday. Tuesday there was a group drive from the Osthoff Hotel to the Experimental Aircraft Museum (EAA) where members enjoyed a docent led tour and had a nice lunch at the museum. At 5:00 pm the Elkhart Lake Police Department escorted 80 Ferraris from Road America to downtown Elkhart Lake where they were displayed on public streets for thousands of local spectators to enjoy till 8:00 pm. The street was actually part of the Elkhart Lake Road Races held in 1951 and 1952. That evening there was a Campfire by the Lake with s'mores at the Osthoff's fire pits.

On Wednesday there was a choice of another Pleasure Drive or a Competitive Rally, where members answer questions about things along the route. In the morning there was a jewelry show and champagne brunch at the hotel, and several Elkhart Lake pontoon boat cruises in the afternoon. Wednesday evening saw a cocktail reception and the all-important Gala Awards Banquet. This is where the event's special awards are presented to the worthy recipients. The Coppa Bella Machina and Coppa GT awards are given as well as several member-sponsored awards such as the best eight cylinder award and many others.

Thursday featured optional activities with a shop tour of the famous restoration shop with a reputation of doing top notch work: Neenah, Wisconsin's own Motion Products Incorporated better known as MPI. They have several buildings in the area and surprisingly they do work on just about any collector car regardless of value or country of origin, from a brake job to a full restoration. It's an American success story that what was once a small business and is now one of the most respected restoration shops in the world. If that wasn't enough excitement for one day, how about lunch at Green Bay's Lambeau Field along with a guided tour of the iconic venue.

This year's event had everything going for it thanks to the hard work of the volunteers of the North Central Region especially the Concours Chairman, Jim Fuchs, who was responsible for the amazing selection of Ferraris at this year's concours. FCA members stayed in a beautiful resort hotel located on a scenic, crystal clear lake, with plenty of picturesque roads that had very little traffic for the pleasure and competitive drives. And the Osthoff Hotel was close to the iconic Road America Racetrack! And best of all were the people one meets at the annual events. About 500 members enjoyed themselves over 4 days of events with fellow members from all across the country. It's a great way to make friends from other regions, and enjoy the comradery that is the hallmark of the FCA's Annual Experience. It's like "Come for the cars but stay for the people" on steroids. If you're wondering, the 2025 Annual Experience will be in Charlotte, North Carolina from September 20-26. Hope to see you there. *SP*



F



OC End of Summer Drive & Dinner

We celebrate the closing of prime drive season with a gathering in Orange County

WORDS David Pham | PHOTOS Jim Hunter and David Pham



On Sunday, September 1st, over 25 Ferraris and more than 50 members from Los Angeles and Orange County gathered at the 17th Street Grill in Tustin. After a brief driver's meeting, we kicked off our Third Annual 2024 OC End of Summer Drive & Dinner, heading towards Dana Point.

Leading the way was Dr. Gary Leach in his stunning red Ferrari F8. Our route took us through the scenic canyons of South Orange County, including Santiago Canyon, Live Oak Canyon, and Trabuco Canyon, as well as the city streets of Lake Forest, Mission Viejo, Coto De Caza, Rancho Mission Viejo, San Clemente, and San Juan Capistrano. We made a scheduled stop at Lake Mission Viejo to allow our members to regroup and take a short break. After approximately 50 miles of exhilarating driving, we arrived at Dana Point Harbor for dinner at the Wind & Sea Restaurant. Members enjoyed a private room with a panoramic view of the harbor, along with a delicious buffet featuring chicken, salmon, and an assortment of desserts.





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End of Summer Drive & Dinner

We were honored to have special guests and FCA-SW founders Tom Brockmiller and Wally Clark join us at the restaurant to greet our members. Also in attendance were current board members Bill Makepeace, Jim Hunter, and David Pham. It was great to see five new members from both LA and OC who had joined within the past year.

Although it was the Sunday before Labor Day, we were fortunate to encounter no traffic or speed traps during the canyon sections or the remainder of the drive. Judging by the smiles on everyone's faces, I believe all the participants had a fantastic time. Despite the ongoing renovations at the Dana Point Harbor shopping center, we were assured that the Wind & Sea Restaurant will remain in operation through 2025. Pam and I are excited to begin planning the Fourth Annual OC End of Summer Drive & Dinner. *SF*

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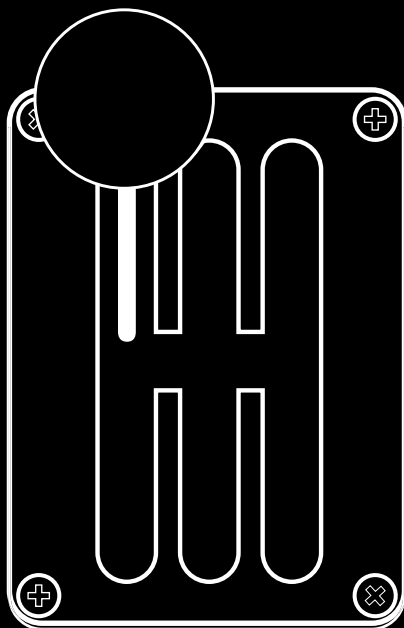


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Ferrari Racing Days

Racing Ferraris galore at WeatherTech Raceway Laguna Seca

WORDS & PHOTOS Bill Makepeace



This May, the famous WeatherTech Laguna Seca racetrack in Monterey, California was the venue for a very special automotive event!

Just the name of this event, Ferrari Racing Days, itself should pique the interest of any self-respecting car nut. Any Ferrari event can't be all bad, and when you add in the word "racing" it just gets better. The word "Days" in the name implies Ferrari racing for more than one day. Well, You ain't seen nothing yet. This event was three full days of all Ferrari racing action on the most iconic racetrack on the West Coast with the most exclusive Ferraris of all time. Plus, for the spectators the price of the event was very reasonable. It was free for Ferrari owners who drove their cars to the event with special parking in front of the Ferrari hospitality building. If you didn't bring a Ferrari, general admission was \$85 for all three days, and Friday was only \$20. Even the pit row hospitality suites operated by the racetrack were a great value. The spectators had up close and intimate access to the paddock areas and could move around the track and sit in any grandstand. The drivers probably wore out a thousand Pirelli tires over the three days which is about how many spectators were there. It was not crowded.

The most exclusive Ferraris of all time is a bold statement but the evidence backs the assertion up. This event featured all five of the unique Ferrari programs, it's the only time in North America this year. The Ferrari Challenge, the XX program, Formula 1 Cliente Cars, the Sport Prototipi Cliente and the Club Competition GT cars were all represented.

Eric Marston SW Region member and Challenge driver, sat on the pole and won both races entered.



The Ferrari Challenge North America Series is a single marque racing series with nearly identically prepared Ferraris racing at iconic racetracks all over North America. This puts a premium on the driver's talent as the cars are virtually identical that lends itself to very exciting racing action. The drivers and their cars arrive from all over North America to compete in the Challenge series. It's a pretty exclusive group of Ferraris.

The initial FXX program was covered in the July 2006 issue of *Road & Track Magazine*. They wrote about the Clienti-Piloti program in which twenty-nine particularly well-connected Ferrari customers could purchase an Enzo based FXX that came with a racing kit consisting of a helmet, driving suit, gloves and shoes and participation in a factory development program. The cars were track-only machines used to develop the Enzo's successor, and according to Ferrari: "where the customers can experience a new, almost primordial driving pleasure." When Michael Schumacher retired from Formula 1 in 2006, Ferrari made a special FXX for Michael in black with red trimmed wheels bringing the total production to 30.

Ferrari also produced the 599 FXX that is a special version of the 599 GTB road car. It's also a track-only car that is the only front engine auto in the FXX Program.

In 2014 Ferrari unveiled the FXX-K based on the La Ferrari road car. Because the FXX cars are "unfettered by homologation requirements and regulations, the FXX-K will never be used in competition and was developed to be completely uncompromising." Between 2015 and 2017 42 cars were produced for Ferrari's special customers who "were interested in helping Ferrari push the boundaries of innovation and further improve their cars." The "K" in FXX-K signifies KERS (High Energy Recovery System) that supplements the V-12 internal combustion engine. KERS recovers the kinetic energy under braking that is used to recharge the batteries and provide extra power for quicker acceleration. The 6.3 liter engine's output combined with the instantaneous 188 horsepower from the KERS brings "the total power output of the car to a staggering 1,050 horsepower" with a weight under 2,600 pounds. Ferrari also designed "sophisticated active and passive aerodynamics, and electronic controls" for the FXX-K and state the car: "encapsulates the essence of Ferrari's track technology."





Sam Burg FCA
Central Coast

Ferrari Racing Days





In 2017 Ferrari introduced the FXX-K Evo at the 70th anniversary celebration in Florence, Italy. The Evo was an aerodynamic upgrade on the FXX-K and was “a leap forward in terms of innovation and performance” with 23 percent more downforce than the standard car and 75 percent more than the road going La Ferrari. The Evo has the same powertrain as the FXX-K with 1,050 horsepower.

Another Ferrari program is the Sport Prototipi Clienti. The program was announced during 2023, and “is an exclusive program designed to enable owners of the 499P -derived model- winner of the Centenary 24 Hours of Le Mans- to take part in unique non-competitive events.” This program will run alongside the existing F1 Clienti program. The Ferrari 499P Modificata is derived from last year’s Le Mans winner, but is “not subject to the limits imposed by technical regulations-introduces substantial changes.” The 499 Modificata has a V-6 ICE (internal combustion) engine and an ERS electric unit with a total of 870 horsepower. The car has a “Push to Pass” function, four-wheel traction control, and Pirelli even developed special tires. So, if you have the money and the connections, one could buy a near copy of last year’s Le Mans winner and drive it on iconic racetracks with full factory support. Pretty exclusive.

The Formula 1 Clienti program allows Ferrari’s favorite customers to actually purchase a retired Ferrari Formula 1 car. The car is stored at the factory and they will bring it to one of their track events on request with full factory support. Most of these events are private so it’s really special to experience not only seeing the cars just sitting there but hearing them in their natural environment. It’s like a retired thoroughbred racehorse allowed to relive their glory days a few times a year. Ferrari turned old racecars, which in the past were virtually worthless, into a profit center that preserves the cars in working condition and allows the owners to drive the cars at speed. Plus, the public gets to see, and hear, the vintage racecars in action. It’s a win-win.

Besides all the exclusive automobiles at this year’s Ferrari Racing Days event, the best part of the long weekend was the experience of total immersion in the world of Ferrari. The logistics involved in transporting all the equipment needed to support the Challenge cars was trucked into Laguna Seca from Ferrari dealers all across North America. There were about 50 big rigs with purpose built trailers that have large tents on each side to provide a place to work on the racecars. In addition to the normal hand tools used to service and repair the racecars, there are lots of sophisticated electronic equipment onboard the cars that is monitored by computers. Pirelli brought hundreds and hundreds of tires to support the event and there were numerous 55 gallon drums of racing fuel used. There were even two trailers filled with spare parts to maintain the Challenge cars mechanically and even crash parts just in case of a minor off road excursion. The paddock was an impressive, expansive sight with all the cars and their support system for the 296 GTB and 458 GTB based cars.

However the support system for the FXX, the Sport Prototipi Clienti, and the F1 Clienti programs was on an entirely different level. The Challenge cars are maintained by the driver’s local dealership who come to the track in their own trucks, but the program cars are maintained and repaired by Ferrari factory mechanics from Italy with all the needed equipment and personnel to insure a great experience for the owners of these most exclusive cars. Also, everything is crated in custom built wheeled shipping boxes designed to be airfreighted all over the world. The logistics must be complicated, but Ferrari has a few years of racing experience under their collective belt.

According to the brochure Ferrari put out, F1 Clienti owners can take the first laps at the wheel of their new Ferrari Formula 1 car at the factory test track: Fiorano. It’s “a privilege granted to a few, an experience to enjoy at least once in your life.” To quote J.P. Morgan: “If you have to ask, you can’t afford it.” And here, even if you have the money, one has to be on Ferrari’s short list of their very best customers to participate. The Ferrari Racing Days event showcased Ferrari’s most exclusive cars in their natural environment: the racetrack. This event is reasonably priced, not at all crowded, and has the most exclusive Ferraris ever driving at speed at the world famous Laguna Seca track. *SF*



Hawaiian Sunset Drive with Valentino Balboni

Our drive event was a celebration of our shared passion for exotic cars

WORDS Andrea Zannoni | PHOTOS Gil Diaz & Milton Kawasaki



The Ferrari Club of America recently hosted an extraordinary sunset drive around Oahu, welcoming a special guest of honor, Valentino Balboni, the legendary Lamborghini test driver.

Hosting Valentino Balboni at a Ferrari drive event was a celebration of our shared passion for exotic cars that transcends this historical brand rivalry. While Ferrari and Lamborghini have long been competitors, this event highlighted the unifying love for high-performance machines. Balboni's presence was a reminder that regardless of the badge on the hood, we are all enthusiasts at heart, bound by our appreciation for the craftsmanship and emotion that only Italian exotics can inspire, and that above all, it's the love of cars that brings us together.

The turnout was nothing short of spectacular, with Ferrari enthusiasts bringing out some of the finest cars, including models like the Ferrari Roma, 296 GTB, 458 Speciale, Pista, and California T.

However, it wasn't just Ferraris that stole the show. Many members chose to bring their other Italian cars in support of Balboni, which led to a remarkable gathering of Lamborghinis. Models such as the Huracan EVO, Huracan STO, and the all-new Lamborghini Revuelto joined the event, alongside a couple Maseratis and Porsches, adding even more diversity to the gathering.



The drive kicked off at Velocity Honolulu, where a small group met to begin the journey. From there, we headed to the H3 Lookout to meet the rest of the group. The weather was perfect—clear skies, warm breezes, and ideal driving conditions for a cruise through Oahu’s scenic roads. As we made our way through the island, the convoy of Ferraris, Lamborghinis, and other exotics turned heads, creating an unforgettable display of automotive power and beauty.

Our last scenic stop was at the Pali Lookout, where the weather took an unexpected turn. Winds picked up, and a mist began to roll in, giving the stop an almost mystical atmosphere. Despite the sudden change, we embraced the moment and took some striking photos with the fog wrapping around our cars. It was a perfect opportunity to capture the spirit of the event—unpredictable, thrilling, and full of excitement.

Following the breathtaking drive, the group made its way to Morton’s Steakhouse for the evening’s finale, where we took over the entire valet area, showcasing the amazing line up of exotic cars.

But before dinner, the Director of Hublot Honolulu, Claudio Angelini, graciously hosted a private aperitif at the boutique, complete with champagne and a showcase of the exclusive Big Bang Unico Hawaii Special Edition limited to just 25 pieces worldwide.

The evening concluded at Morton’s Steakhouse. Dinner was a perfect way to unwind after the drive, sharing stories and laughs over delicious food. Valentino Balboni’s presence added a special touch to the evening, and his engaging stories about his time at Lamborghini captivated everyone.

This sunset drive was not just about the cars but about the community and the shared passion for Italian engineering. It was a day to remember, filled with great people, incredible machines, and unforgettable moments. We can’t wait for the next event! *SF*



Let's Go Lorimar Vineyard Drive 2024

A delightful romp in our Ferraris with a delightful lunch

WORDS Lorraine Yapps Cohen | PHOTOS Kevork Hashas



When chocolate crème-filled donuts and Ferraris start your day, you know it's going to be a good one.

And so it came to pass for a collection of Ferraristi and friends — the willing, able, and uber-enthusiasts of the marque — to gather for a morning-to-lunchtime drive to Lorimar Vineyards & Winery in Temecula, California.

The day, Saturday, February 24, commanded early spring sunshine through the thin veil of Southern California's excuse for cloud cover to make perfect circumstances for a drive to and through the countryside. The Lorimar Drive initiated with morning coffee at Veloce Motors, The Vault, a place where the folks who have too many fancy cars house their extras. And Kevork Hashas, Club President, Southwest Region, San Diego Chapter, provided those donuts that no one can resist to start the day with a welcome and a synopsis of the drive to come, which would feature not only a delightful romp in our Ferraris but also a delightful lunch with live music at Lorimar Vineyard's festive outdoor patio.

Club Prez Kev, driving lead car in his newly acquired 458 Italia in Ferrari's unique Azzurro California blue, must have had a Breakfast of Champions for the spritely pace with which he led the group of prancing cavallinos. The drive proved remarkably cohesive with the cars managing to stay together despite the more-than-occasional equine transport trailer taming the pace, which, however, never got stodgy. Such occurrences characterize the route to Santa Isabel and the hilly ranchland roadways on Route 79 that lead to Anza Road where most, if not all, of the area's grape-growing wineries reside.

Lorimar
VINEYARDS AND WINERY



Interestingly also on the road, those ten cars quite spontaneously sub-grouped into three red Ferraris (*rosso corsa*) and three yellow Ferraris (*giallo*) along with an assortment of colors in the entourage representing many of the truly legendary models including the 308 GTS, the 458 Italia and 365 GTB Daytona.

All went well on arrival at the lovely Lorimar Vineyards due, in entirety, to Club V.P., Chuck Datte, having preceded everyone to the Winery to ensure that all matters stood ready to accept the stunning suite of ten Ferraris and twenty car folks ready for food, wine, and festivity. Those ten drivers included new members, old members, prospective members, and family members of existing members, making the camaraderie enabled by the event much more than outstanding.

Considering that the FCA, San Diego Chapter, stands little more than a year old speaks to the great love of the marque combined with the cohesive and energetic “let’s go” approach of its proponents. The identity of this group drive appeared prominently on the bonnet stickers that one of the new club members produced on a personal initiative. Friends with no affiliation to Ferraris wanted to attend this event...and did. The Club attracts new members from everywhere with its presence — as we speak — and grows on the reputation of the good people and gorgeous cars in this San Diego Chapter.

Andiamo Ferrari! *SF*



WELCOME NEW MEMBERS!

We look forward to your participation at FCA Southwest Region events!



James McCann Dr Burnsville
Thomas Petruccelli San Pedro
Helen Greene Fallbrook
Richard Frankie Encino
Navin Hemrajani Hawthorne
Eric Dos Santos Santa Clarita
Bret Erickson Redondo Beach
Danny Le Manhattan Beach
Jimmy Ahmed Rolling Hills Estates
Wes Bentley Irvine
Geoffrey Juwono Cerritos
Mark Youssef Pacific Palisades

Sergio Rufo Honolulu
Marcio Lira Honolulu
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Christopher Marchack Pasadena
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Gaston Escudero Mission Viejo

FERRARI CLUB OF AMERICA SOUTHWEST REGION

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Business Classified	40 words maximum

Material Deadlines

January-February issue	December 1st
March-April issue	February 1st
May-June issue	April 1st
July-August issue	June 1st
September-October issue	August 1st
November-December issue	October 1st

Sempre Ferrari rate card is available online at www.fca-sw.org.

Prices are based on artwork supplied per required specifications. Extra charge for art fees. A check made payable to The Ferrari Club of America must accompany all ad submissions. For placement contact - Leon Palassanian Advertising Chairman | 310) 340-9410 | Lpalassanian@yahoo.com.

A free classified section is available as a service to FCA Southwest Region members for brief ads for cars, parts, and/or accessories relating to the marque. Ads will run for one issue. Ads for services and ads containing long lists of cars and/or parts will be considered commercial.



CLASSIFIED ADS

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FERRARI CARS / PARTS / ITEMS WANTED & FOR SALE

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Contact Bob White. Email - rj.white767@aol.com. Cellphone 310-686-4664. (09/24)

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1995 355 intro double sided banner - 93 inches long by 44 inches wide, artwork by Chuck Queener - \$300. Rodeo Drive Ferrari 60th anniversary in 2014, double sided, 10 feet, 6 inches long by 44 inches wide - \$300. These make great garage art as they are pretty long!

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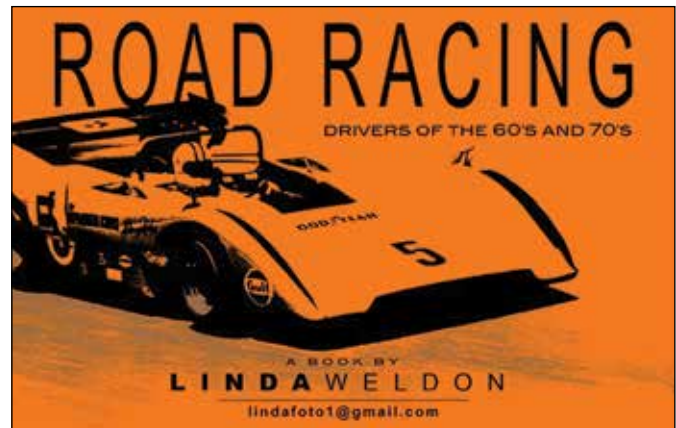


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