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President's Message

Hello members,

For my final President's Message, I want to begin by noting how honored I am to be President of the best car club in the world for two terms (2019-2020 and 2023-2024). Like most FCA members, when I joined the club in 2002, I didn't expect that the best part of the club would be to make so many wonderful friends. Besides SWR friends, I now have Ferrari friends from all over the world including Monaco, Australia, New Zealand, Canada and across the USA.



After organizing car shows for the Air Force beginning in 2012, I was appointed Honorary Commander at Edwards Air Force Base in 2018. Our Air Force events have provided amazing experiences for our members, including rocket launches in 2017 and 2022 and celebrating the 70th Anniversary of Supersonic Flight with General Chuck Yeager in 2017 and the 75th Anniversary in 2022.

Bill Makepeace is the new SWR President for 2025/2026 and is exceptionally qualified. Since 2012, Bill has been taking thousands of photos for the club (and never charged us for film) and has contributed many outstanding articles from FCA National Meets, Monterey Car Week and numerous SWR events. Bill's articles from 2024 Monterey Car Week and 2024 San Marino Motor Classic are in the following pages.

This issue, like all other *Sempre* Magazines, is full of wonderful articles including "The FCA-SW Meets the FOC NorCal at Hearst Castle" by Mark Process, and Ferrari Beverly Hills Introduces "The Registry" by Katherine McDonald of Mattioli Group.

Two special articles highlight two very special club members, Earl Waggoner and Eric Martson. Thanks to Jim Hunter for interviewing Earl and Eric and sharing their incredible stories with us.

Our Hawaii and San Diego Chapters are doing great, and thanks to Lorraine Yapps Cohen in San Diego and new FCA members Mike and Lisa Driggs in Hawaii for contributing articles on their recent events.

Finally, I want to thank the 2024 board members, *Sempre* Magazine Editor Tex Otto, Advertising Chairman Leon Palassanian and all the other club volunteers for keeping our club so dynamic.

I hope to see and meet all club members in 2025!

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 Ferraris.



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458 Italia

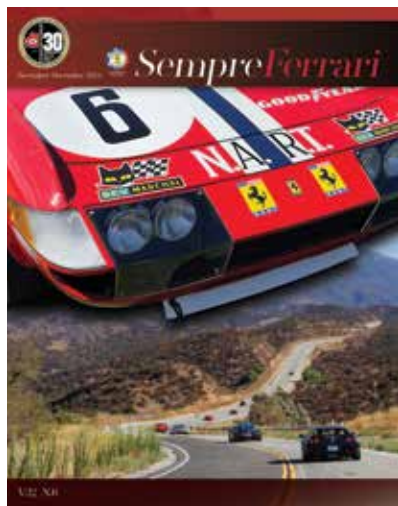
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www.fca-sw.org

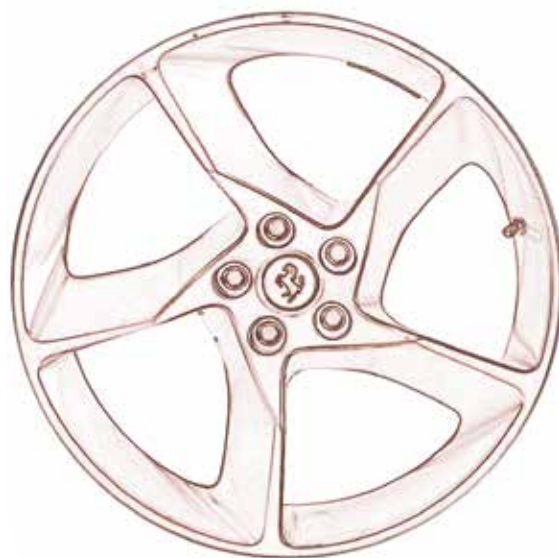
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Go to **www.fca-sw.org** for the latest FCA Southwest Region events!





FCA SOUTHWEST EVENTS GET YOUR FERRARI OUT & DRIVE!

CALENDAR

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



January 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.

April 13-15, 2025 | Sunday - Tuesday
Excursion to Ritz-Carlton Bacara Resort Santa Barbara

An all-inclusive first-class event consisting of an intimate group of Ferrari automotive enthusiasts. Included will be social activities, fine dining, all beverages, breakfast and specially curated drives around the Santa Barbara region. Registration opening soon.

Event Organizer: **Shawn Dutton** - shawdut@yahoo.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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6PM – 10PM



La Jolla Concours
Tour d'Elegance

Saturday, April 26th
7AM – 2PM



Porsches & Power
on Prospect

Saturday, April 26th
5PM – 9PM



La Jolla Concours
d'Elegance

Sunday, April 27th
9AM – 4PM

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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 2nd & 4th Thursday during the Winter Season | La Quinta | Coachella Valley Chapter | 11:00am - 1:30pm

Bi-Monthly Lunches and Events as emailed to CVC members during the season November - May. Please RSVP your attendance.

LOCATION: "Tommy Bahama" 73-595 El Paseo Palm Desert, CA 92260

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2024 Concorso Italiano

Traditional favorite event during Monterey Car Week

WORDS & PHOTOS Bill Makepeace



T

his year marked the 39th edition of Concorso Italiano, the preeminent concours in the country devoted exclusively to Italian marques.

This is the place for those car nuts that enjoy seeing lots of beautiful Italian machines in one venue. Every Italian make from Abarth to Zagato is typically on display here not to mention everything in between. The Bayonet and Blackhorse Golf Club is a great venue for a concours with sweeping views of Monterey Bay on a clear day. And this year's weather was just about perfect once the morning fog burnt off.

There was a recent ownership change, and this year's edition of Concorso Italiano is "the first step of an ambitious five-year plan aiming at further elevating the event as 'The Preeminent Italian Lifestyle Event outside Italy,'" according to Chairman Richard De Andrade. In 2024 the design powerhouse Pininfarina selected Concorso Italiano to launch Pininfarina Classiche, a program aimed at certifying classic cars. Pininfarina issues a document that certifies the specifications of the vehicle as it was built.

The Best of Show Award was designed by the world-renowned designer Walter De Silva and he will design awards for future Concorso Italiano events. The legendary Lamborghini test driver Valentino Balboni was the lead class judge in charge of evaluating the products from Sant'Agata Bolognese, that's Lamborghini's home town if you didn't know. And, not surprisingly, he presented the "Valentino Balboni Award" for the best Lamborghini on the lawn Saturday.

Ferraris were well represented at Concorso Italiano this year. The oldest Ferrari on display this year was a 1949 Ferrari 166 MM Touring bodied Barchetta (0022M) that competed in a dozen international races between 1950



A



B

PHOTO CAPTIONS ABOVE:

A 1949 Ferrari 166 MM Touring Barchetta.

B Ryan Pimentel, FCA Pacific Region Chief Judge.



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Concorso Italiano 2024



and 1953. There was also a colorful display of Enzo era cars with a Silver 250 GTE, a metallic blue 250 GT Lusso, a metallic green 330 GT, and two 330 GTCs, one silver and the other in Rosso Corsa. SW Region members Roland and Joyce LeVeque brought the only 365 GTB/4, Daytona, on the lawn this year. One owner brought a 365 GTC/4, the 2+2 with 500 built between 1971 and 1972 equipped with side draft carburetors. There was also a colorful row of 246 Dinos to round out the early cars on display.

There were plenty of later model Ferraris at Concorso Italiano. Everything from 308s, both 308 GTB and GTs were present, but also Bertone designed Dino 308 GT/4s, and not to mention, a nice selection of 355s, 360s, 430s and more. It was an impressive sight from one of the small hills overlooking the concours field with beautiful Italian automobiles gleaming in the glorious California sunshine seemingly as far as the eye could see.



Lamborghini was well represented at Concorso this year with a late 1960s black 400 GT and a colorful selection of three of the iconic Lamborghini Miuras, Diablos, a Countach and much more. Maserati was well represented with a long line of cars on the crest of a hill overlooking the field. There was a small display of three cars that are not well known but have an Italian connection. One was the Apollo GT. It was an Italian bodied sports coupe powered by the Buick aluminum V8 engine of 215 cubic inches or 3.5 liters. Just 88 production cars were built between 1963 and 1965, and the complete bodies were shipped from Turin, Italy to Oakland, California for final assembly. The other sports car was the Intermeccanica Italia with a Ferrari inspired convertible body and Ford power. The third car was a custom bodied Fiat 1100 Vignale coupe.



If it's an interesting Italian car from the most humble of marques, though well loved and cared for by their owners, to the rarest, most expensive Ferraris, there are multiple "somethings" that will make all but the most jaded automotive enthusiast happy at Concorso Italiano! For any auto enthusiast this show should be on their "bucket list" not to mention it's mandatory for Italian car lovers.

As great as the cars are at Concorso Italiano, they can't compare to the people who attend! There were quite a few FCA-SW Region members showing their cars this year, and it's a great way to meet new friends and catch up with old ones in a beautiful setting. The show is the Saturday of Monterey Car Week.



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2024 Casa Ferrari

Ferrari racing featured

WORDS & PHOTOS Bill Makepeace



Casa Ferrari is both a super exclusive enclave for Ferrari North America's best customers, and it's a world class display of historic and contemporary Ferraris, *Concorso Ferrari*, that in its own right is a fantastic addition to the Pebble Beach Concours weekend.

Even though most of us won't get to experience the full multi-day and evening Casa Ferrari enclave, Ferrari North America pulled out all the stops to assemble a fantastic selection of Ferraris that was part of the general admission ticket to the Pebble Beach Concours. In fact, on Saturday afternoon there is the *Ferrari Procession* where the cars of Concorso Ferrari drive to the iconic First Fairway of Pebble Beach Golf Links which is not only completely free to the public, but Ferrari actually provides a map with several locations highlighted to best view the incredible Ferraris in motion. The sights and sounds of some of the most exclusive Ferraris of every era all in one place moving onto the show field is an awesome and exclusive experience.

Each year FNA has a theme for the display at *Concorso Ferrari*, and this year was no exception. The display in 2024 was entitled: *Concorso Ferrari: Celebrating 70 Years of Ferrari in America*. Ferrari's current range of automobiles was lined up on display at the entrance to the *Concorso Ferrari* show field including a brand new metallic red 12 Cilindri and a metallic green 12 Cilindri Spider on a mirrored base. It's the first time the Berlinetta and Spider versions of a Ferrari have been introduced at the same time.





One theme within the overall concept was: *Inspired by America*. The name “America” has been associated with some of the most exclusive Ferraris ever built. Starting with the 340 in 1950 with 23 built, and later the 342 America with 6 copies manufactured between 1952 and 1956. Between 1952 and 1956 Ferrari built 35 410 Superamericas, and 47 400 Superamericas were produced between 1959 and 1964. The Ferrari Americas were special cars for friends of Enzo, celebrities, and the fabulously wealthy, sometimes all three. Virtually each car has some minor or even major changes including some with special one-off bodies that the original owner specified. One owner ordered his Superamerica without a speedometer so his wife couldn’t complain about his high speed driving. Another car had a holster for a pistol near the driver’s leg on the center console. On average, less than one America was built per month, and between 1950 and 1964 only 111 cars were built.

Another America connection highlighted this year was Luigi Chinetti who raced Ferraris under the North American Racing Team (NART) banner. He had a small batch of drop top 275 GTB/4s made that have become known as the 275 GTS/4 NART Spiders. “It’s the most satisfying sports car in the world”, according to a 1967 road test in Road & Track Magazine. Two of the 10 built were on display at Casa Ferrari this year. In 2005 Ferrari reintroduced the Superamerica name with a model based on the Ferrari 575. This Superamerica had a unique Revochromico glass roof that rotated onto the rear deck to provide open air motoring and also the full weather protection of a coupe when closed. Another exclusive example of the America theme was the F 60 America made in 2014 as an open topped version of the Ferrari F 12. Only 10 were built and 3 were on the field this year.

Concorso Ferrari’s California State of Mind themed display featured Ferraris named after the Golden State. Most Ferrari fans are familiar with the 250 GT Spider California and there were 7 colorful examples of both the long and short wheelbase versions on display this year including 2 with the rare factory removable hardtop. There was another much rarer Ferrari California on the lawn this year: the super luxurious 365 California with only 14 built in 1966 and 1967, in contrast to the 250 GT California with just over 100 built between 1958 and ’63.



Another theme this year was: *Dedicated to Daytona*. The Daytona name has been linked to Ferrari after the one-two-three finish by Ferrari captured in an iconic photograph at the 1967 24 Hours of Daytona race. This led to the Ferrari 365 GTB/4 being nicknamed “Daytona.” There were 3 Daytona coupes and 3 Spiders on the lawn this year, and even one of the very exclusive 2021 Ferrari Daytona SP3s was on display. This car was the second car to join the limited production Icona Series after the SP 1 and SP 2 Monzas. It’s also the first Ferrari to officially carry the Daytona name. As a tribute to Ferrari’s win at the 1967 Daytona 24 Hour race, *Concorso Ferrari* had a special display with two Ferrari 330 P4s and one Ferrari 412 P this year that are valued at \$60 to \$70 million dollars each.

An American Racing Legacy was a display that celebrated Ferrari’s domination of motor-sports throughout the 1960s. NART was an essential part of the success which earned numerous wins in America and all across the world. There was a nice selection of Ferrari race cars on the lawn starting with a pair of 166 MM Touring Barchettas, a 250 MM, a 250 TR, two 250 GTOs and a 250 SWB among other significant vintage Ferrari racers.



Last but not least was a display entitled: *Tailor Made: American Style*. It’s an exclusive program for Ferrari customers to create a unique vehicle that reflects their personality and tastes. The program is limited to Ferrari’s best customers who have the assistance of a personal designer who assists in creating their vision. There are three “Collections” customers can choose from. The first is the *Scuderia Collection* that celebrates Ferrari’s racing heritage. It uses Kevlar, Carbon Fiber trim and specialized microfabrics. The *Classica Collection* is focused on reviving the tones and luxuries of yesteryear using vintage leathers, wool, cashmere and corduroy. The *Inedita Collection* stresses innovation and pays tribute to a forward-thinking spirit and features leather in bold, futuristic shades, high tech next-generation materials even including denim are among the many choices available. If a regular Ferrari wasn’t special enough the Tailor Made Program allows a Ferrari owner to create a unique vehicle. An example of a Tailor Made Ferrari is a two-tone white and blue 812 Superfast where there is a pair of thin red longitudinal stripes dividing the colors. It might have been inspired by Cruella De Ville.

Concorso Ferrari is a great addition to the Pebble Beach Concours. It attracts great Ferraris from all over the world, and this display rivals the preeminent all Ferrari concours such as the Cavallino Classic and the FCA Annual Experience. Ferrari North America’s *Concorso Ferrari* attracted 670 billion dollars worth of Ferraris built between 1950 and 2024! It’s a fantastic bonus for Ferrari fans who attend the Pebble Beach Concours, and it’s free to watch the cars drive in on Saturday. *SF*





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Pebble Beach Concours d'Elegance

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WORDS & PHOTOS Bill Makepeace



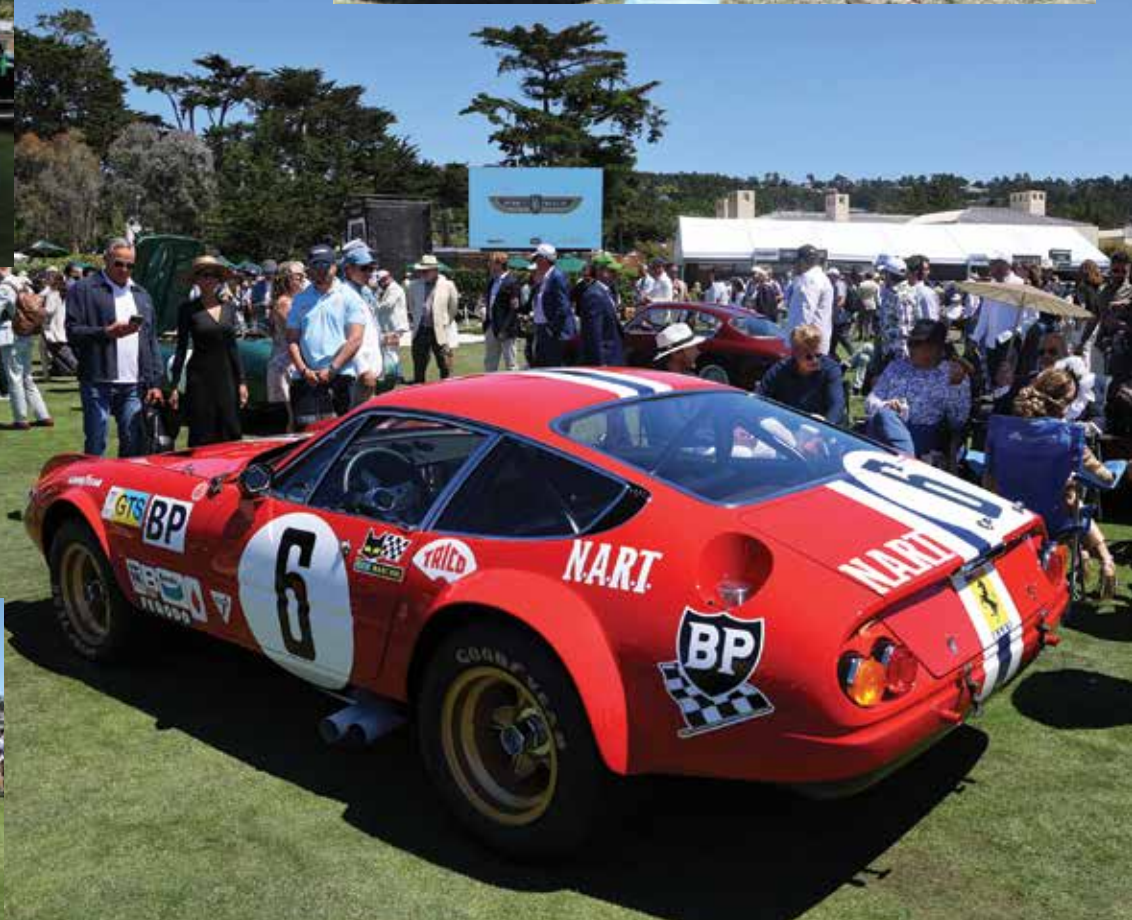
Pebble Beach Concours d'Elegance



This year marked the 73rd anniversary of the Pebble Beach Concours d'Elegance.

In 2024 there was a diverse group of beautiful automobiles displayed on the lawn that were manufactured between 1898 and 2023. There were twenty-eight classes on the show field this year with multiple classes for some of the featured marques. Packard celebrated their 125th anniversary with three classes, and three classes were dedicated to showcasing Maserati sports cars. Renowned Italian designer Pietro Frua's automotive sculpture was on display with a *Maserati Frua* class as well as a *Frua Class*. There were two *Wedge-Shaped Concept Cars & Prototypes* classes divided into early and late categories that were fun to look at. Ferrari was represented with two classes this year plus two wedge-shaped Ferraris and one in the preservation class. The weather was near perfect this year and it was a great day.

Packard was an innovative American automobile manufacturer that built its first car in 1899, and by 1900 they had introduced the foot pedal for speed control, replacing a lever on the steering column, and they also replaced the dangerous tiller with the steering wheel. Both innovations are still used today. By 1930 Packard had a desire to build a factory hot rod based on a custom built shortened and lowered chassis with many performance options. There were five body styles offered and in the class *D1 Packard 734 Speedster* the Pebble Beach organizers "offer a curated display of one of each of these styles." Another Packard class was *Packard 125th Anniversary Open Custom Coachwork*. Cars like these elegant open Packards with custom coachwork by Le Baron, Dietrich, and Howard "Dutch" Darrin of Hollywood have won many awards at the Pebble Beach Concours over the years. "Darrin bodies were recognizable for the 'Darrin Dip,' a scoop in the front door, and rakish low-slung bodies." Darrin bodied Packards were "treasured by the Hollywood elite." At least one was originally sold to MGM and was even featured in a Hollywood movie.



Maserati was also a featured marque this year with three classes in the most prestigious field location, right next to the water. One class, *Maserati Road Cars*, showcased cars from a 1951 Maserati A6G 2000 Pinin Farina Coupe, one of nine made, to a 1977 Maserati Khamzin Bertone Coupe with only 435 built from 1974 to 1982. In between were an A6G Zagato bodied spider, an A6G Zagato Berlinetta, a 3500 GT Bertone Coupe, a 3500 GTi Vignale Spider, a 1965 Maserati Sebring, and two 4.9 SS Ghiblis, one coupe and one spider.

Since Maserati has a great racing heritage, it's only natural that they have their own class: Maserati Race Cars. The Maserati brothers built their first race car in 1926 and continued to build them until the early 1960s. The oldest Maserati race car on display was a 1938 Maserati 8CTF Open Wheel Race Car that won the Indy 500 in both 1939 and 1940. Another important car was the 1956 Maserati 250 F works car driven in its inaugural outing by Stirling Moss in the Monza Grand Prix where he beat Juan Manuel Fangio by a margin of 5.7 seconds. The newest Maserati race car was a 1961 Maserati Tipo 61 Birdcage. It's named for the more than 200 small diameter tubes welded together in a lattice-like framework that was both light and strong. This Tipo 61 was driven by Jill Hall at Road America in 1960, and also Carroll Shelby at Riverside in the Times Grand Prix.

Pietro Frua was an Italian automobile designer that started his career as a teenager with Farina before eventually opening his own design house in 1944 and by 1950 had achieved acclaim for his Maserati A6G 2000 launched at the Turin Auto Show. The 1968 Pebble Beach Concours Best of Show winner, a four-year old car at that time, was on the field in 2024! It's a 1964 Maserati Mistral Frua Coupe. There were several other Frua bodied Maseratis on the lawn including a metallic red 1967 Maserati Mexico Frua Coupe Speciale commissioned for an Italian aristocrat. The Frua class featured designs on running gear from such diverse firms as Fiat, Nardi/Peugeot, OSCA, AC, and Rolls Royce.

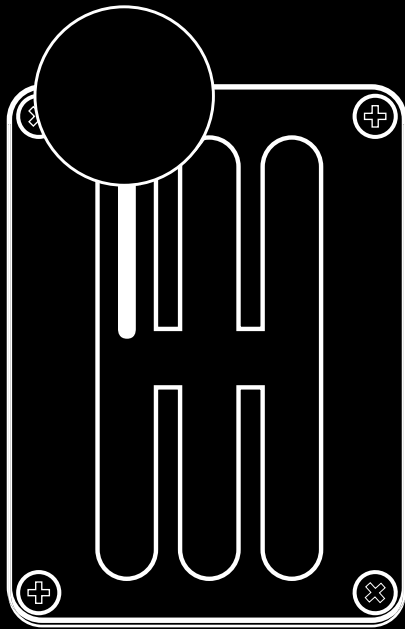


There were two Ferrari classes: *Ferrari Early* and *Ferrari Late*. The early class was for pre 1955 Ferraris and the late class was for 1958 to 1973 cars. The oldest Ferrari was a 1951 212 Export Touring Barchetta (0078E) that was sold by Enzo to Phil Hill. It was Hill's first Ferrari, and Hill won the 1952 Torrey Pines race impressively by lapping the entire field. Argentinian leader Juan Peron's two tone Ferrari 212 Inter Ghia Coupe Speciale was on display. The 1954 Ferrari 375 MM Ghia Coupe owned by Tom and Jill Peck was the last of 36 Ghia bodied Ferraris and one of 13 berlinettas built with the 340 horsepower 4.5 liter Lampredi engine. The car is finished with a striking two-tone orange and grey color scheme, and it's been described as a wolf in sheep's clothing. Tom even has a matching orange and grey sport coat he wears while displaying his car. Another neat Ferrari was a 1953 Ferrari 250 Europa GT Pinin Farina Cabriolet that is the only cabriolet out of 22 Europas built.

The late Ferrari class featured a 1958 250 GT Series I Cabriolet, one of 40 made, and this particular car debuted at the 1958 Geneva Auto Salon. There was also a 1959 Ferrari 410 Superamerica Coupe on display that was raced at the Bonneville Salt Flats by the original owner who pushed the car to just over 150 mph. In 1967 Pininfarina built four 330 GTC Speciales with pop up driving lights and a wrap-around rear window, and one of them was at Pebble this year. David MacNeil brought his 1973 365 GTB/4 Competizione that competed in the '73 24 Hours of Le Mans race under the N.A.R.T. banner and driven by Sam Posey and Milt Minter.

The *Postwar Preservation Class* featured a 1964 Ferrari 250 GT Lusso owned by SW region member Earl Waggoner since 1973. Earl is 94 years young and this exact car was road tested by *Road & Track Magazine* in 1969. Another preservation Ferrari was the 365 GTC originally owned by heiress Barbara Hutton. The 1970 Ferrari 512 S Modulo was entered in the wedge class and is an experimental one-off berlinetta built on the chassis of a Ferrari 512 S race car. It debuted at the 1970 Geneva Auto Salon then traveled the world as an automotive celebrity. Another wedge Ferrari was 1976's Ferrari Rainbow Coupe built by Bertone. The designers set out to build an atypical looking Ferrari, and it's been reported that Enzo swore he would never again allow Bertone to body another one of his cars.

This year's Pebble Beach Concours d'Elegance had a great selection of diverse cars, fine weather, and best of all meeting up with friends during Monterey Car Week. There's a good reason this show sets the bar for the concours season every year. Winning a best in class or best in show award at Pebble Beach is the dream of every car owner. Attending this show and experiencing the beautifully restored automobiles on the lawn should be on every car nut's bucket list at least once in their life. See you there next August. *SF*



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Earl Waggoner's Day at Pebble Beach

His '64 250 GT Berlinetta Lusso takes FIVA Postwar Preservation Award

WORDS Jim Hunter | PHOTOS Jim Hunter & FIVA Media



Earl Waggoner has been a fixture in the Southwest Ferrari scene for over five decades.

In those early days, Earl stumbled across a Ferrari 250 GT Berlinetta Lusso at a shop in Ladera Heights and his fascination with the model was ignited. Over the next few years he began a collection, or as Earl describes, 'accumulation' of Ferrari cars and parts, including five different Lussos. The first two were decent cars, and he also bought a wrecked chassis, and a burned out rolling chassis for spare parts.

Having already purchased the two decent fixer-uppers, Earl really wanted a nicer example. Thumbing through the FOC Newsletter classifieds, Earl saw a listing that read, "Ferrari 250 Berlinetta Lusso. Not just like the *ROAD & TRACK* car, but the car."

It was a notable, shining example, s/n 5785. Purchased new by Don Novack of Upland in November of 1964, the car was featured in the June, 1969 issue of *ROAD & TRACK*. Earl knew the story, and had already set his mind to one day seeing the car that was generally considered the nicest Lusso around.

The discovery that it was 'for sale' turned that wistful objective on its head.

He bought it.



Earl went on to enjoy the car for several decades, drove it to club events and never modified it, purposely deciding to keep the stunning example all-original.

Flash-forward, Earl met Tony Owen several years ago after Tony purchased a 330 GTC that was once owned by Earl's good friend Bob Hicks. It so happened that Tony lived 'just down the street' from Earl in Manhattan Beach, and they began to spend time together. Tony had been after Earl time and time again to get the Lusso out. Recognizing its authenticity, Tony suggested they enter the car in the Preservation Class at Pebble Beach.

Wary of the aggravation and expense, Earl was reticent, "I'd rather watch it on television."

Tony persisted, "Oh, no. It will be fun."

Earl finally gave in. Provided Tony would not expect much help, he could proceed with the entry.

Despite Earl's less than enthusiastic sentiments, "It will be a blessing if we aren't accepted," they were, and his dreaded process of getting the car ready began. Earl not only helped, but his good friends Brad Gilson, Darcy Banks, Ethan Stout, Norbert Hofer, and Teja Mandava all played a critical role in preparing 5785 for the show.

Owned by Earl for 51 years, 5785 remains exactly as shown in the 1969 *ROAD & TRACK* Road Test, completely original but for the engine compartment being detailed by Novack before Earl acquired the car. Earl jokes that the original Dunlop Sport spare tire still carries Italian air.

Fast Cars of Redondo Beach handled all of the logistics, and Earl and Tony drove 5785 in the traditional Tour d'Elegance round-trip to Big Sur.

The day of the show was spectacular, even by Pebble Beach standards. Earl found 5785's placement, at the top of a short rise on the eastern end of the fairway, a fitting showcase. Earl's friend Tom Rice made a standup display of the *ROAD & TRACK* article, and Earl enjoyed showing his car and sharing its story to the many who took a keen interest and stopped to ask about the car.

Earl's team waited patiently for word on how the car fared in judging. By 2:30 pm, the silence was deafening, but that did little to take away from a grand day, a once in a lifetime experience. The decision was taken to leave the Lusso for Fast Cars to manage, and everyone began to set about heading home.

Earl and Teja left the fairway to visit Bruce McCaw in his suite overlooking the ramp. It was only later, after they then boarded the shuttle bus that the announcement came, "Return to your car." Too late.

Tony and his son Matteo scrambled, running as hard as they could to get to the car and enjoy the unique experience of driving her across the Pebble Beach ramp to collect the Pebble Beach FIVA Award for the Best Preserved Postwar Vehicle.

Earl laughs, "When you see the video, I'm not in the car. I'm happy for Tony. We did it on the first try. Turns out I'm gonna have to watch it on television after all!"

Buon lavoro ragazzi! *SF*



2024 San Marino Motor Classic

Ferraris had the largest class at this traditional LA show

WORDS & PHOTOS Bill Makepeace



Some people think the number thirteen is unlucky, but this August at Lacy Park the 2024 San Marino Motor Classic (SMMC) proved to be the “exception to the rule.”

The weather was nearly perfect this year for the thirteenth edition of Southern California’s premiere automotive lifestyle event. It’s not just a concours with beautiful automobiles displayed on Sunday, but the SMMC is a multi-day event. On Saturday afternoon there is a free fine-art automotive themed show with yummy snacks at Lacy Park before the Symphony of Cars Gala. The San Marino Motor Classic’s Saturday night Gala is a very unique experience where about 500 people get to see a special selection of the beautiful concours entrants, enjoy a great meal under the Southern California night sky, listen to live music, and mingle with lots of friendly car people.

What makes the Gala so unique is the way the selected cars are displayed. They start with the oldest car and it is driven by the owner in period correct clothing a few feet away from the Gala diners while the orchestra played a hit song from the same year the car was built. If that’s not enough excitement, there were three emcees who related interesting stories about each car as it stopped for a few minutes for the diners to enjoy viewing each car up close. The last car in line was Ferrari collector David Lee’s yellow Ferrari 288 GTO.







2024 San Marino Motor Classic





The Symphony of Cars Gala is a great addition to the concours on Sunday and makes the San Marino Motor Classic a true lifestyle event and one of the highlights of the social season in the San Gabriel Valley.

As great as Saturday's activities are, the main event of the weekend is Sunday's San Marino Motor Classic. Aaron Weiss, SMMC's chairman, rounded up hundreds of beautiful automobiles again this year with at least a dozen of them directly from the lawn at the Pebble Beach Concours held one week before. Besides the classic marques one expects at a world-class concours, there is something for everyone to admire and relate to. There were over 340 cars on display this year divided into 39 classes. SMMC attracted Brass Era cars, station wagons, muscle cars, police cars, British, German, and Italian sports cars and much more including Ferraris. In fact, the 25 Ferraris in 2 classes were the most of any marque at San Marino this year.

Congratulations to FCA-SW member Rick Principe who drove away with the Best in Show Postwar trophy with his red 1966 Ferrari 275 GTS. Stephen Bailey with his Dino 308 GT/4 and Barry Leavengood's 308 GTS both earned trophies this year under San Marino's judging standards.

Jay Leno stopped by with his Swiss/Italian/American Monteverdi High Speed 375 S. According to Leno: It's "a Roadrunner that went to college in Europe." The 375 S has an all American Chrysler 440 cubic inch engine combined with an Italian body by Carrozzeria Fissore with final assembly in Basel by former Swiss Ferrari importer Peter Monteverdi. The cars had 4-wheel disc brakes, all independent suspension and Borrani wire wheels. A handful were built between 1969 and 1971, and Jay's car is the only one built with a four speed transmission.

The San Marino Motor Classic and the Symphony of Cars Gala are a Southern California treasure that provide a venue for generous car owners to share their cars with the public and perhaps win an award in the process. But far more important than the good time participants and attendees have viewing beautiful cars is the SMMC's commitment to local charitable causes. Chairman Aaron Weiss not only recruits his entire family to help, but dozens of other men and women who pitch in and make the event work year after year. Aaron runs a tight ship, and there is no paid staff here. It's reflected in the ability for the SMMC to meet their commitments each year to local charities. It's been a pleasure for the Southwest Region of the Ferrari Club of America to have helped Aaron and the team make the event successful. See you August 24, 2025 at Lacy Park. *SF*



Laguna Mountain Drive

Piston-popping straightaways and sudden second-gear curves on our fun drive

WORDS & PHOTOS Lorraine Yapps Cohen



Some kind of miracle happens when folks with a Ferrari in their garages come together for a drive in the San Diego countryside.

For all of the differences that naturally exist among those folks and their particular Ferraris, they drive with each other as a unit of one on the road in true fashion as Ferraristi.

With that oneness do we proudly comprise the car community of the San Diego Chapter of the FCA Southwest Region. With all of the differences among our members and their cars, Chapter leaders Kevork Hashas and Chuck Datte always complete a job the likes of herding cats into a unity that speaks of that miracle I mentioned. Those two pulled the job off with aplomb on the Laguna Mountain Drive on Saturday, October 26, 2024. As a participant in the event and your chronicler here, I can proclaim that the Drive stood out as among the best – in veritas, the Absolute Best of the Year for the Chapter -- for reasons I shall explain as follows.

The 60-mile sojourn started in a small mall parking lot conveniently located just off Interstate 8 where drivers and guests could get their morning joe custom made in any one of the infinite variations that coffee can take these days. Twelve Ferraris showed up with one looking obviously like the Maserati it was, to which no one objected, since the car, like Ferrari, was Italian too. There's a certain camaraderie that develops right there in the lot among friends when those fancy cars arrive one by one and take their place in the lineup of colorful



Ferraris where the surrounding community is waking up, too. From there, the drive took us east on I-8 to Descanso Junction where we turned north onto CA 79 then proceeded around Lake Cuyamaca to Sunrise Highway, a road of piston-popping straight-aways and sudden second-gear curves right in the middle of Laguna Mountain's remote pine-tree-forest stillness.

Such varied conditions on our drive route gave drivers the opportunity to position themselves in the cavalcade to serve their own driving styles. Particular preferences manifested in the pace at which drivers like to drive, what shoes people wear to drive (some women drivers dare to wear spike-heeled dress shoes!), whether drivers have a passenger to impress (or scare), what terrains test people's driving mettle, whether anyone would ever consider passing on a double yellow line (no law breakers, please), how long drivers have had their Ferraris as a measure of familiarity with it, whether drivers sport the same wardrobe colors as their cars (some gals are known for that and most guys wear blue all the time, hence a natural match if he's got a blue Ferrari), or whether any passengers grabbed the door handles to handle their fears on tight turns. Mostly, you've got to love the car when you know it can perform consistently well with whatever its driver dishes out to it. We got to know those particular preferences by observation during the drive and by the conversations occurring among drivers and guests at our Pine House Café & Tavern luncheon.

And speaking of people, we had people who dressed in hand-beaded outfits, or sported a gigantic grin in front of their 4-month-old Ferrari, and the regulars who wouldn't miss a Chapter drive for love or money, as that saying goes. Happiness showed on the smiling faces as evidence that everyone in attendance had a great time made possible by the special efforts of the Chapter's leadership to bring the event together. I can say with surety that if our Ferraris could smile they would be smiling too at the spritely pace with which Chapter Pres Kev led our prancing horses in his 458 Italia. At our destination, attendees appreciated the advance efforts of Chapter V.P. Chuck, who took good care of business matters and preparations at Pine House Café ahead of time. Clearly, everyone enjoyed the Café's French cooking that went down with *joie de vivre*, especially obvious on those who wobbled out wonderfully full from the fabulous French fries and cold beer.

Chapter members seem always to enjoy such diversity and departure from convention, but all of it happens in the name of Ferrari fun among good friends. Forza Ferrari. *SF*



2024 *Run to the Pines*

Los Angeles group and a Central Coast group make a fun run

WORDS Peter Lund, Ross Albu & Sam Burg | PHOTOS Thomas Kudlick & Tom Jacobsmeyer



The annual FCA “Run to the Pines” for 2024 drive event was a great way to beat the early Fall heat and enjoy some alpine air.

Again, this year we had both a Los Angeles group and a Central Coast group with a planned lunch meet up at our destination in the mountains of Southern Kern County. Unlike last year, when our morning had started with light rain, this year the weather turned out to be spectacular for a morning drive.

For the LA group of around 18 cars, the morning started with a meet up and drivers meeting in Castaic. From there, our Run to the Pines 75-mile journey started with a route that took us around the back side of Castaic Lake along Lake Hughes Road and transitioned to Pine Canyon Road with its oak tree lined twists and turns which opened up to a great downhill vista of the California Aqueduct and Quail Lake. Several of the members had been on this drive in past years but this was the first time for many of our group on these particular back roads and they are some of the prettiest in Southern California.



We kept to the back roads that parallel Interstate 5 into the town of Frazier Park and from there headed west up toward Mt. Pinos up in the Los Padres National Forest. You really notice the elevation change as the scenery shifts from California desert to Alpine Forest and the air just starts to feel a little cooler. 20 miles through small towns and forests with the final stretch along Mil Potrero Highway, one comes upon this hidden gem of a mountain community from the Southeast.

Concurrently, 4 members from the Central Coast Chapter met in the Santa Maria area for what would be a beautiful and exciting 250-mile round trip drive along the Cuyama Highway and Hudson Ranch Road, arriving from the Northwest.

Our destination, Pine Mountain Club, is a 6,500-acre vacation home development, complete with a 9-hole golf course, over 1,800 homes and a commercial area of 6 restaurants, shops and a gas station. It is close to LA but it feels a world away. With the two drive groups meeting at the destination within minutes of each other, we parked our cars around a central gazebo, providing a mini-car show to the residents and other visitors.

Following the obligatory group photo, our members had several lunch options to choose from with most choosing either La Lena for a Mexican lunch or the Perch, with more American fare. Lunching al fresco gave us all a chance to socialize together while enjoying the mountain scenery. *SF*



Eric Marston Realizes Lifelong Dream

Ferrari Racer

WORDS Jim Hunter | PHOTOS Jim Hunter & Ferrari



The Ferrari Club of America Southwest Region would like to congratulate member Eric Marston for winning the 2024 Ferrari Challenge North America Coppa Shell Championship!

Eric sealed his fantastic 2024 season at Finali Mondiali, held this year at the Autodromo Enzo e Dino Ferrari in Imola, Italy. The famous circuit, nestled between idyllic rolling hills and vineyards and Imola's centro storico, played host to another fantastic, end of season wrap-up for Ferrari Corse Clienti from Europe and North America. The four-day festival of speed celebrates Ferrari's competition DNA and brings together "Gentlemen Racers" from Ferrari's comprehensive, world-wide, dealer-supported series.

Heading to Imola, Eric had enjoyed an exceptional 2024 season with five wins within 7 podiums, and arrived in Italy needing only a minimal haul of points to secure the title. On Thursday's opening rounds, he netted a 2nd place finish in Race 1, his eighth podium, practically ensuring the title. Eric then jumped into and held the lead from the start of Friday's 2nd Race, but an error from another driver thwarted his advance to the top step of the podium. Despite the unfortunate result, Eric still won the title and took the Coppa Shell Trophy at Saturday night's gala.

The path that brought Eric to Imola and the 2024 Title began a long time ago.

"I come from a real middle-class upbringing in rural Ohio. I was just dreaming, and loved cars, especially Ferraris. I grew up on a farm, and a Ferrari was not something that my family had, nor even thinking about getting.





From a young age I told everyone who would listen that I was going to have a Ferrari at some point, and they all laughed at me.”

The Ferrari Challenge is a single-marque racing series that began in Europe in 1993. The North American iteration started a year later, with Southwest Region member John Marconi winning the very first North American Championship in 1994. Over the years the single-marque series has centered on a single model from Ferrari’s V8, mid-engine roadcars. The cars are slightly modified with safety enhancements such as roll cages and six-point harnesses. It is quite fitting that a Southwest Region member took the 30th North American Coppa Shell on our region’s own 30th Anniversary.

“I found out about Ferrari Challenge in ‘96. I was fresh out of college and I was living in Chicago, surviving on Ramen noodles. I didn’t have money for anything, but I went out to Ferrari Lake Forest one Saturday just to look at the Ferraris.”

Eric was greeted by Lake Forest owner Rick Mancuso.

“Rick, who I am now friends with, was super nice to me. I was very upfront that I was not buying a Ferrari, I was just dreaming. He took me in the back and they had one of the early deliveries of an F50, just sitting there. I was blown away.

“Lake Forest was running a Ferrari Challenge team, and he showed me pictures of their cars. I was like, wait, you can race Ferraris? Rick was like, ‘Oh, yeah. This is the series.’ Suddenly everything was like, oh my god, if I could possibly get to the point where I could do that, it would be the ultimate of all dreams coming true. So, fresh out of college, there I was, and my dream of racing Ferraris started.





Eric Marston Realizes Lifelong Dream



"What's crazy is that even though I told everybody in my youth that I would own a Ferrari, I actually didn't publicly broadcast that I wanted to race a Ferrari because that seemed a little bit too much. But here we are. I was able to get myself to the point with my businesses, my companies, and my career to do just that. Fast forward to 2016, I'd had a Ferrari F430 Spider for a couple of years, and I told my wife Amy I was gonna take it to the track.

"I went to Willow Springs and instantly knew this is what I wanted. Around lunchtime it started raining and almost everybody went home. You know how it is, Ferrari guys don't like to drive their cars in the rain. So I actually went out in the rain with my Ferrari, which in retrospect was a little crazy. I had no experience. I went out with a full tank of gas drove until it was completely empty. I was just in heaven. The only reason I came off the track was because I needed to get more gas!"

Eric knew from that point that he needed to be on the racetrack as much as possible. He started with racing schools including all four levels of Ferrari's Corsa Pilota program.

He then went on to also participate in Porsche's Driver Training ("the Ferrari schools are so much better"), immersing himself in any opportunity he could find.

"I had some good mentors and they told me, look, you look like you have a lot of talent, but as awesome as a Ferrari is, get yourself a car that doesn't have as much power, because having all that power makes up for driving inadequacies. If you have a car with very little power, you'll have to drive better in order to get it to go fast.

"So, I got a Lotus and my SCCA license and did a season of SCCA along with a couple of NASA races as well. It was all just to get myself ready to advance into Ferrari Challenge. My first season in Ferrari Challenge was 2019, and I've been doing it ever since."

Eric and his wife Amy have four children, two girls and two boys.

"The boys are certainly into it, and the girls are definitely excited for me, but it's more because they know it's my passion and dream that I've always wanted to do. Honestly, my whole family didn't come to the track to see me race until last year. It just never worked out. They're all in school and there was never a race during the summer where we could just make it happen.

"Finally, for the Sonoma race last year, it all worked. Everybody was out of school and we decided to make it a vacation. We got a nice Airbnb and enjoyed a few days of vacation beforehand. After experiencing the race weekend live, they actually all got way more into it and was like, 'Whoa, this is actually kind of cool.' When you're there, there's a whole lot more excitement. It also just so happened that the race they saw was fairly exciting because at the start I got pushed really wide into turn one and went through the dirt. I ended up dropping back like 10 places or something like that, so the rest of the race was me passing a bunch of cars to claw my way back to the front. That's always exciting when you're watching a race and the person you're interested in is passing people all the time."

2024 was Eric's 5th season racing for Ferrari Westlake and Scuderia Corsa, the race team for the Mattioli Group.

"I love the car, I love the series. I love everything about and the friendships that you end up developing. Most of my really good friends are all from Ferrari Challenge at this point.

"When I did Corsa Pilota with Ferrari Westake, I had a session with Touring Car and former Scuderia Corsa IMSA driver Alessandro Balzon. We just hit it off and got along really well, so when I went to do Ferrari Challenge, he was like, 'Oh, I'd love to coach there.'"

Unfortunately Alessandro had a schedule conflict, racing in Portimao, and could not join Eric at Finali Mondiali. In his absence, Balzon recruited fellow Italian racing driver Felice Jelmini to serve as Eric's coach for the championship finale.

Eric hasn't fully committed, but believes it's highly likely he'll race in Ferrari Challenge next year.

"I want to get into more GT racing. My goal these days is to race the 24 Hours of Le Mans. In order to do that, I definitely need to get more GT experience, so I've been kind of on the fence about next year, whether I do another season of Ferrari Challenge or whether I go do something like SRO. I've been leaning more towards Ferrari challenge, but I may decide to do some Ferrari Challenge races in addition to a race or two in SRO just to start getting the feel for that."

Whatever path Eric chooses, we're excited for the next steps along his exciting journey, living the Ferrari dream to it's fullest.

Forza Eric! *SF*



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September 29th Drive Recap

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

WORDS & PHOTOS Mike & Lisa Driggs



As newer Ferrari Club members, we were thrilled to give back to the club and host our first car club event.

Our September 29th drive was a thrilling day filled with camaraderie, breathtaking scenery, and the unmistakable roar of finely tuned engines. With over 30 participants, the event kicked off at high-noon with a meetup at the Lagoon Drive parking lot. Spirits were high as our convoy of Ferraris and other exotics gathered, shining brightly under the Hawaiian sun.

Our first stop was a scenic photo opportunity, with the iconic Diamond Head serving as the perfect backdrop for our lineup of sleek, vibrant cars. After capturing the moment, we cruised through town and headed to the east side's H3 lookout. This stop not only offered stunning panoramic views but also provided another chance to regroup, share stories, and snap more photos.



The drive continued with a sense of adventure as we made our way to Waikiki where we own and operate Glow Putt Mini Golf and Arcade in Waikiki. The mini golf and arcade provided a lively setting for team-building games, laughter, and friendly competition. It was a great chance to connect beyond the road, solidifying friendships among both veteran and newer club members. We even had a California member who was visiting Hawaii along for the ride!

We wrapped up the day at Liliha Bakery, where we enjoyed an early dinner, recounting the highlights of the drive and celebrating another successful outing. The shared love for Ferraris brought us together, but the friendships and memories forged during these events are what truly make our club special. Here's to many more drives, destinations, and days like this! *SF*



The FCA-SW Meets the FOC NorCal at Hearst Castle

We meet Ferrari friends at this renowned California landmark

WORD & PHOTOS Mark Process



It had been over 10 years since our club last visited the Hearst Castle so it seemed appropriate to organize a tour of this important landmark.

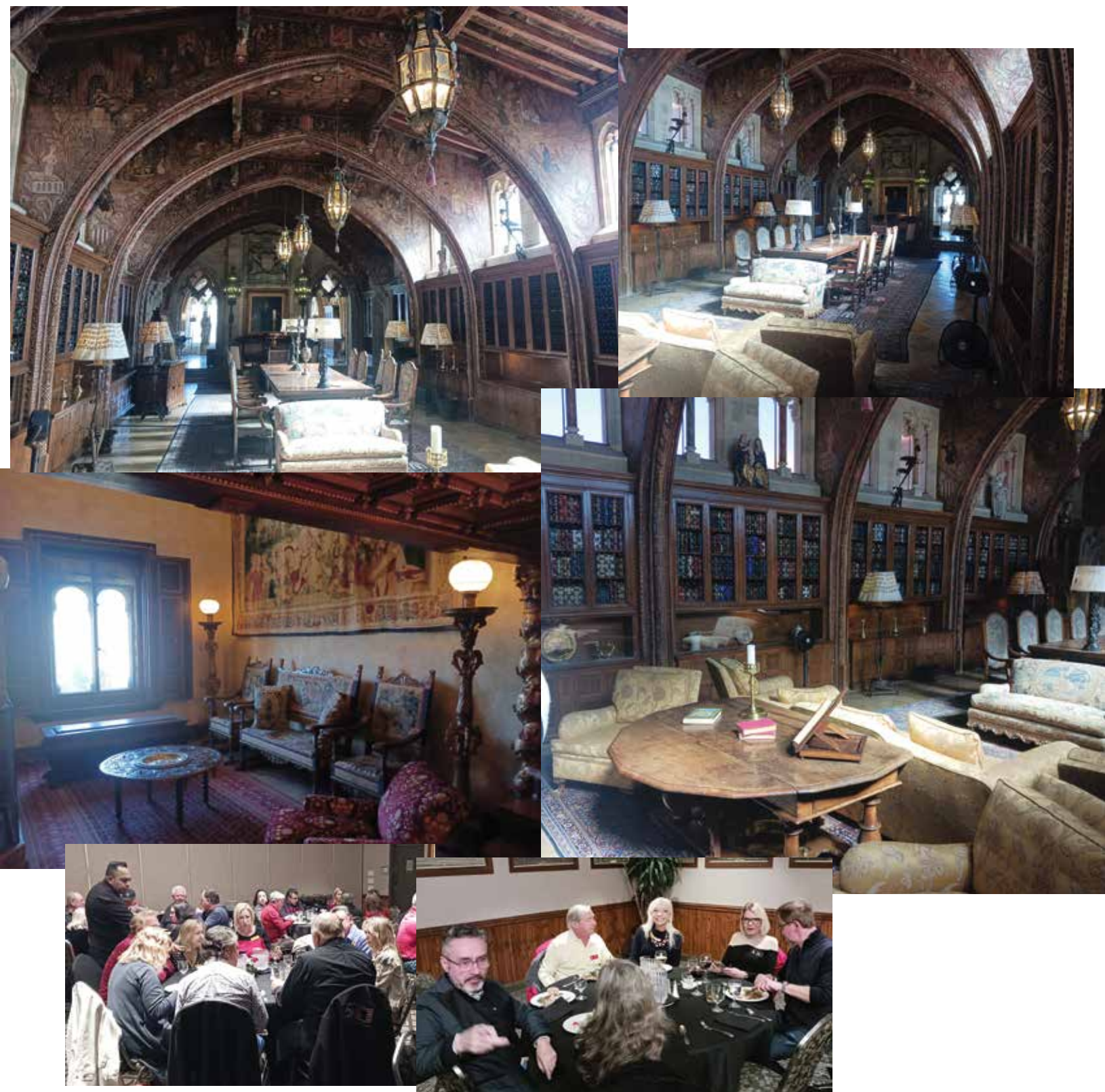
It had always been a tradition to partner with the Pacific Region for this event, but this year we instead invited the new Northern California Region of the FOC as our friend and Sempre publisher Tex Otto is now heading this group.



The organization for this event seemed straightforward and simple, book a block of rooms in Cambria and reserve 80 tickets to the Castle, however not so simple. The management of the Castle changed hands after the Covid pandemic and our usual contacts were no longer working there. The Castle was now being managed by the California Department of Parks and Recreation who installed a myriad of new regulations and restrictions making the acquisition of the required number of tickets almost impossible.

Finally at just 30 days before the event the group sales manager got so irritated with my daily phone calls he finally acquiesced and sold me the tickets.

It was an overcast fall day, but we escaped the rain heading north on the 101 to Santa Barbara where we found blue skies and sunshine. The first stop on our journey to Cambria was the Vincent Winery for a first class lunch service featuring a limited tasting of some of Vincent's great wines accompanied by gourmet Italian sandwiches provided by the Lucky Hen Larder in Los Olivos. Thank you Cynthia!



After lunch it was on to Cambria where we met up with the members of the Northern California Region of the FOC for a great BBQ dinner hosted by the Cambria Pines Lodge, giving all of our members a chance to socialize. It was rumored that there were a few after-parties in some of the suites, but what happens in Cambria stays in Cambria!

The next day the SW group headed to San Simeon for the Castle tours. Members were offered the option of the downstairs main suites or the upstairs private rooms where Mr. Hearst actually lived.

My group opted for the upstairs rooms which all had great stories attached about many of the famous guests who stayed there, especially the Hollywood royalty that frequented the estate.

The next day it was back to Los Angeles with the warm memories of a fun Ferrari weekend with great food and great friends.

SF

Ferrari Beverly Hills Introduces The Registry

Introducing The Registry: The Ultimate Resource for Vintage Ferrari Enthusiasts

Ferrari Beverly Hills is proud to announce the official launch of The Registry, a groundbreaking resource designed to serve the diverse and passionate community of vintage Ferrari enthusiasts. This new platform, featuring an extensive database of rare Ferrari models, promises to be an indispensable tool for collectors, restorers, museums, and media focused on the iconic Cavallino-marked automobiles. With over 38,000 entries and a wealth of detailed information, The Registry is poised to become the ultimate reference for those looking to deepen their knowledge and understanding of Ferrari's rich automotive heritage.

A New Era of Ferrari Documentation

The history of Ferrari is one of unrivaled craftsmanship, performance, and artistry. As such, vintage Ferrari models carry a special significance, not just as collector's items but as works of automotive history. For those who buy, sell, restore, or exhibit these prized vehicles, having access to the most accurate and comprehensive information is paramount. Ferrari Beverly Hills, with its deep-rooted connection to the Ferrari brand, is answering this need by offering The Registry—a tool designed to provide the highest level of insight into vintage Ferrari production.

With a database boasting more than 38,000 entries, The Registry delivers an extensive resource for users to gain valuable knowledge about Ferrari's iconic cars. Whether you are a seasoned collector, a museum curator, or a journalist researching Ferrari history, The Registry ensures that you have access to the most accurate data available for models beginning at the dawn of Ferrari up to the mid-1980s.

Key Features of The Registry

1. Extensive Database of Ferrari Models

One of the most attractive features of The Registry is its size and depth. The database encompasses 38,000 entries, covering a wide array of Ferrari vehicles from the early models to more recent classics. This comprehensive collection includes critical production data, making it easier than ever to verify the authenticity and origin of any Ferrari in your collection or research.

For instance, enthusiasts can access fundamental information such as the vehicle's VIN, model, production date, and dealer. Such details allow collectors and restorers to cross-check information and confirm the originality of a particular vehicle. Whether considering purchasing a rare Ferrari or embarking on a meticulous restoration, these details serve as vital reference points.

2. Two Levels of Access: Free and Premium

To make The Registry accessible to all Ferrari enthusiasts, Ferrari Beverly Hills has divided it into two levels of access: Free and Premium.

- Free Access provides essential information about each vehicle, such as the VIN, model, original interior and exterior color, production date, and the original dealer.
- Premium Access offers a deeper dive into Ferrari's intricate history. In addition to all the free-access data, Premium members gain access to more specialized information, including the original engine, axle, and gearbox numbers. These more detailed insights are indispensable for those engaged in high-level restoration projects, historical research, or authenticating rare Ferrari models. With these two levels of access, The Registry ensures that both casual enthusiasts and professional restorers have the right amount of information to suit their needs.

3. A Trusted Resource for Authenticity

As the appreciation for rare Ferrari models grows, so does the importance of ensuring that each vehicle is genuine. Authenticating a vintage Ferrari can be a complex process, as even the smallest of discrepancies can have great effect. The Registry provides collectors with the means to verify the authenticity of their cars by offering detailed production data that covers the most important aspects of a Ferrari's history. From its engine to its transmission, every detail can be cross-referenced against The Registry's wealth of information, allowing enthusiasts to confirm that their car is exactly what it claims to be.

Supporting Ferrari's Legacy

In addition to its practical applications for buyers, sellers, and restorers, The Registry is a crucial tool for preserving Ferrari's heritage. By maintaining accurate records of Ferrari's production history, it contributes to the broader understanding of the brand's legacy, ensuring that future generations will appreciate these masterpieces as much as we do today.

Unlock the Mysteries of Ferrari's Legacy

Ferrari Beverly Hills has always been at the forefront of offering exceptional Ferrari experiences, and The Registry is no exception. Whether you are in the process of acquiring a Ferrari for your collection, restoring one to its former glory, or simply researching the brand's history, The Registry offers invaluable insights into the world of vintage Ferrari automobiles.

Visit ferraribeverlyhills.com/the-registry to explore The Registry and unlock the mysteries behind Ferrari's storied legacy. *SF*



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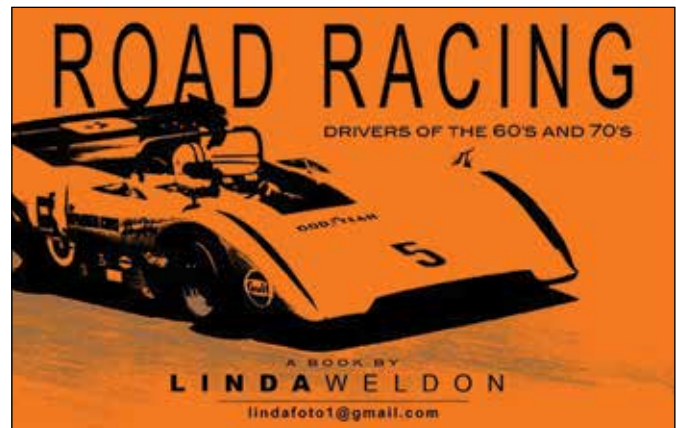
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Address Change Contact FCA National Membership Chairperson at www.ferrariclubofamerica.org.

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January-February issue
March-April issue
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