

March-April 2025



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# President's Message

---



Bill Makepeace with Luigi Chinetti Jr.  
at the 2025 Cavallino Classic.

Hello members,

It's now spring and the Cavallino Classic and The Amelia Island Concoors are history. Cavallino is the preeminent Ferrari Concoors in the world and the Amelia Island Concoors is, arguably, the best East Coast show and always has a nice selection of Ferraris. My coverage will be in the next few issues.

I lived in Washington D.C. part time for over a decade and participated in events with the Mid Atlantic Region. I met a lot of their members and made quite a few friends. I've also attended most of the FCA's Annual Meets since 2010. It's been another great way to make friends that are from all over the country.

The FCA sends out a calendar of events from every region in the country. If you have a trip planned to a city or region of the country, you might want to check that region's calendar of events to see if there is possibly something interesting offered. For example, on my trip to Cavallino this year in Palm Beach, I participated in the Ferrari Club of Florida's track day at Daytona. That's right, the Ferrari Club rented the iconic Daytona, Florida's superspeedway. Club Members drove on the Roval, a combination of the speedway's banked tri oval and a road course in the infield. The event has been going on for close to ten years and is held on the Monday right after the world famous Rolex 24 endurance race held in late January.

I didn't have my Ferrari in Florida, but I just spectated and took lots of great photos from vantage points that would be nearly impossible to access during a major race. We had access to virtually the entire infield, and I was able to sit in "President's Row" on the fourth floor of the Daytona 500 Club building. You could see virtually the entire track from there including being right in front of the start finish line and the winners circle. I had a great day watching the cars on the track and meeting club members from other regions. I didn't know anyone when I got there in the morning, but I spoke to lots of friendly members and saw quite a few Ferraris in action at a world famous track.

If you enjoy the SW Region's events, consider participating in FCA's National Meets. You can take your Ferrari, but also one can participate in everything but the concours in a rental car. In my experience you meet the same nice people one meets in our region, but on steroids because it's a multi-day event with hundreds of members in a great location with events for nearly everyone's taste. Ferraris are meant to be driven!

---

*Bill Makepeace*

Bill Makepeace  
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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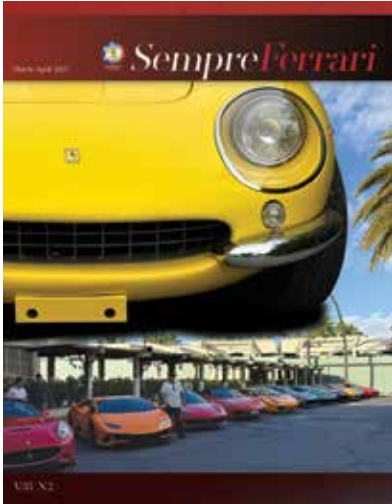
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Peter Lund 2020-2022  
Jim Bindman 2022-2024

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# *SempreFerrari* CONTENTS



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FERRARI CLUB OF AMERICA  
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Go to **[www.fca-sw.org](http://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>



May 4, 2025 | Sunday

## 13th Annual Concorso Ferrari Old Pasadena

Display of vintage and contemporary Ferraris on renowned Colorado Boulevard. The city of Pasadena closes Colorado Blvd. only 2 days a year: Concorso Ferrari and the Rose Parade!  
Event Organizer: **Jim Bindman** - cool4re111@gmail.com.

May 4, 2025 | Sunday

## Lunch at Cafe Santorini Old Pasadena

Join FCA friends for an amazing Mediterranean buffet lunch in Pasadena on Sunday, May 4th during our 13th Annual Concorso Ferrari event!

Whether you have a car entered in the show, or just coming as a spectator, enjoy the lunch in a private setting reserved just for our group in the restaurant patio.

Buffet will be served between 11:30 am and 1:00 pm.

Event Organizer: **Jim Bindman** - cool4re111@gmail.com.



June 8, 2025 | Sunday

## 29th Annual FCA-SW Picnic Rancho Palos Verdes

You are cordially invited to attend the annual Ferrari Club of America - Southwest Region Picnic and Car Show on the beautiful grounds of the Upper Point Vicente Park in Rancho Palos Verdes!

Event Organizer: **Tom Manchester** - cellofellow312@gmail.com.

September 13-14, 2025 | Saturday-Sunday

## Virginia City Hillclimb Virginia City, NV

The Virginia City Hillclimb is an annual time trial event in Virginia City, Nevada where drivers try to better their own fastest elapsed time on the closed to the public course.

All makes and models of vehicles are welcome, the only requirement being that the cars are street legal. Ferrari Club of America membership is required.

Event Organizer: **Rex Gephart** - gephart.rl@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, and we look forward to seeing you soon. -*

FCA Southwest Region Board.



## PETERSEN

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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](mailto:events@ferrariwestlake.com) | [piazzagranturismo.com](http://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](mailto:shawdut@yahoo.com)



**C First Sunday Each Month | ZUMA Cars & Coffee at the Redondo Beach Marina | Redondo Beach | 9-11 am**

We are located next to the ocean. Special Ferrari parking. Combining high performance with a relaxed setting. Coffee & donuts. Spectators always welcome.

LOCATION: Redondo Beach Marina, 245 No. Harbor Dr., Redondo Beach, CA. 90277.

RSVP CONTACT: Steve Goldfield | [Steve@ZumaCarsandCoffee.com](mailto:Steve@ZumaCarsandCoffee.com)



**D Every 2nd & 4th Thursday during the Winter Season | Palm Desert | Coachella Valley Chapter | 11:00am - 1:30pm**

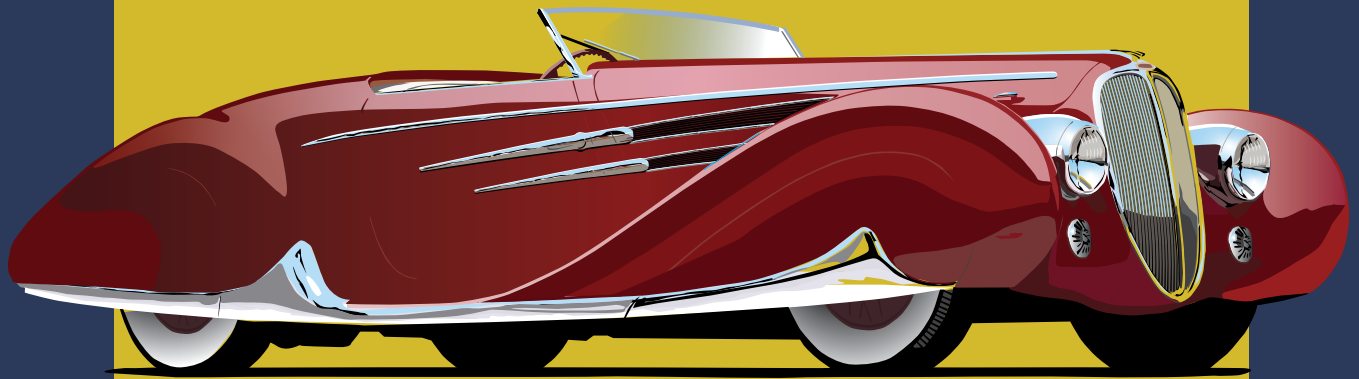
Bi-Monthly Lunches and Events as emailed to CVC members during the season November - May. Please RSVP your attendance.

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

RSVP CONTACT: Gary Fenn | 619) 980-4722 | [fca.sw.cvc@gmail.com](mailto:fca.sw.cvc@gmail.com)







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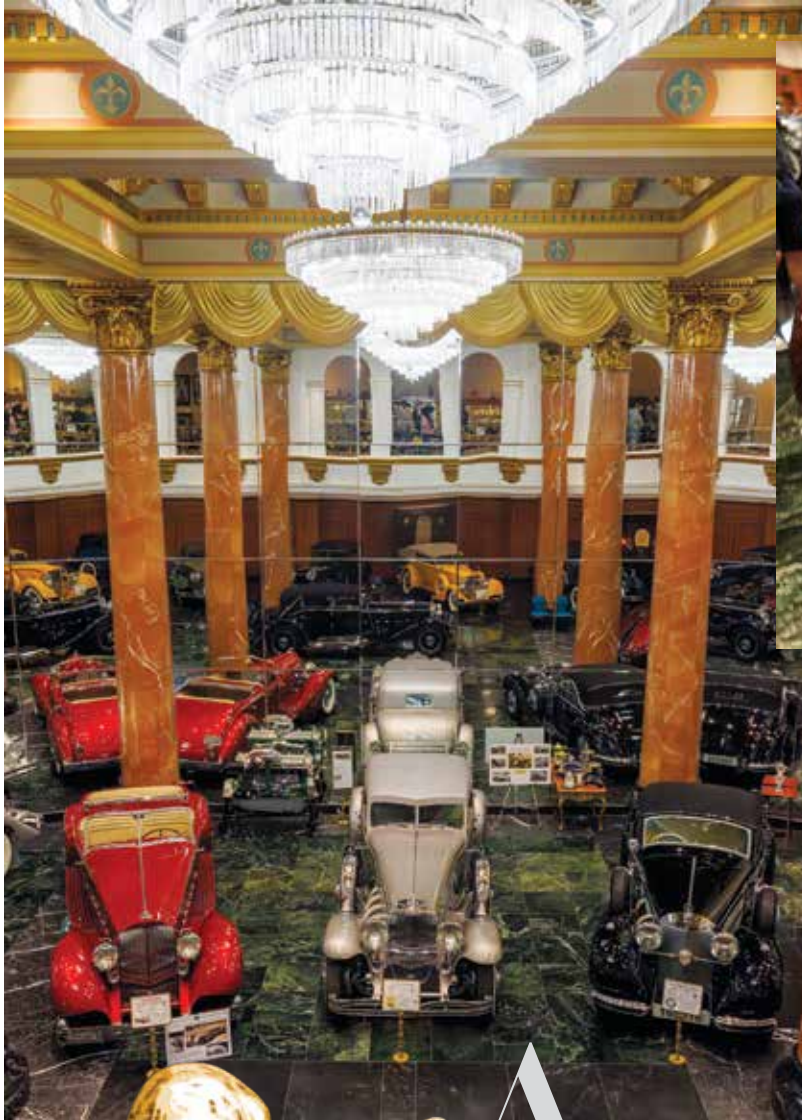
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# FCA-SW Visits the Nethercutt Museum

January 25, 2025

WORDS Mark Process | PHOTOS Tom Kudlick



A visit to the Nethercutt Museum is always a treat for the senses, and this visit was no different.

The look and feel of the interior walls and floors covered in Italian marble, the majestic pillars that support the high ceilings and classic chandeliers showcase some of the most beautiful and rare pre-war motorcars featuring one that is rumored to be “the most expensive car in the world”. Most of the collection is very static as Mr. Nethercutt never sold a car he acquired, so on any visit you can expect to see the same array of perfectly restored classic automobiles.

One unexpected find was a restored Lotus 19 race car that Nethercutt purchased to engage in vintage racing, but the car was never tracked. My personal favorite was a 1966 365 LWB California Spyder. This particular version was one of only 14 ever produced and looked stunning in its red on tan livery.

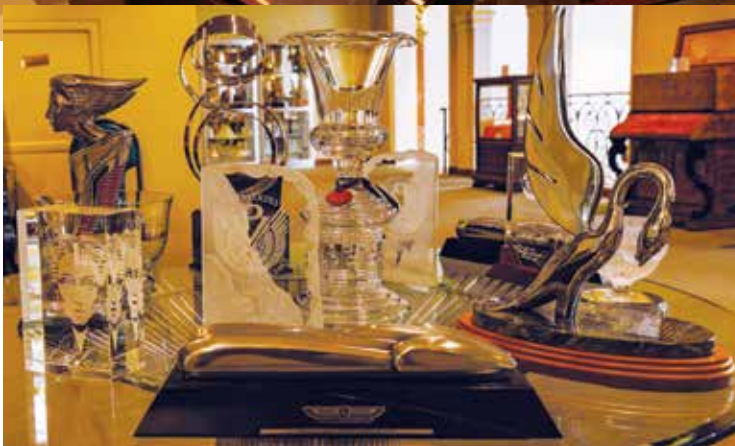
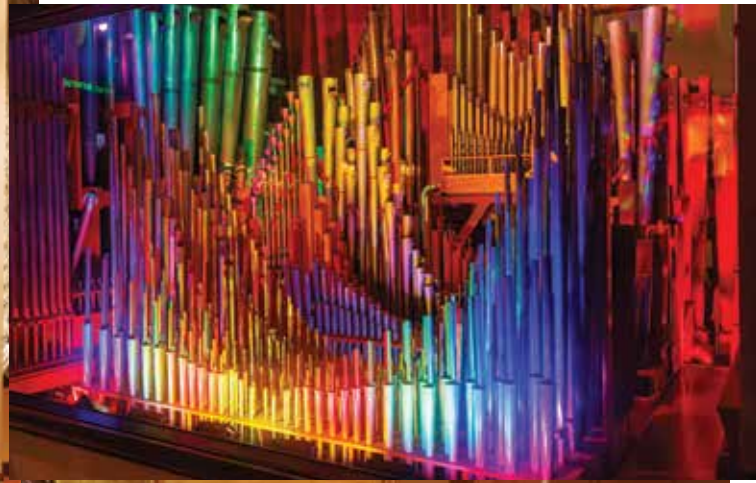
As I stated, the museum is a treat for all the senses as each tour is ended in the 3rd floor music room where attendees are entertained by the many mechanical music boxes or “orchestrions” and a cinema style pipe organ that played a medley of famous movie scores. As I have hosted many visits to the venue I never get tired of viewing this collection as I always seem to find something fascinating and new. If you have never been, join us on our next tour! *SF*







*FCA-SW Visits the  
Nethercutt Museum*







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# SWR Enzo Ferrari Birthday Cruise In

Annual gathering at a new venue

WORDS Jim Bindman | PHOTOS Bill Makepeace



For almost 20 years, the Southwest Region has celebrated Enzo Ferrari's birthday in mid-February with the Enzo Cruise In, which always has featured more than 100 cars.

This year was our first at a new venue, the Autry Museum of the American West in Griffith Park. While most of the country was freezing, it was a typical sunny February day in Los Angeles where the temperature was 70 at 8 am and up to 80 by 11 am!

We actually called the event the "Prancing Horses and Police Horse Enzo Ferrari Birthday Cruise In" because besides the 117 Prancing Horses, the LAPD Mounted Unit brought Enzo, the police horse! The SW Region's generous members have donated over \$100,000 to the LAPD Mounted Unit since 2019 for them to purchase horses as the city funds the unit but does not fund the purchase of horses. Horses with a temperament suitable for police work are unique and cost typically over \$20,000. The first horse bought with FCA donations was aptly named Enzo and a bronze plaque with his name and the FCA logo is proudly displayed on his stall.

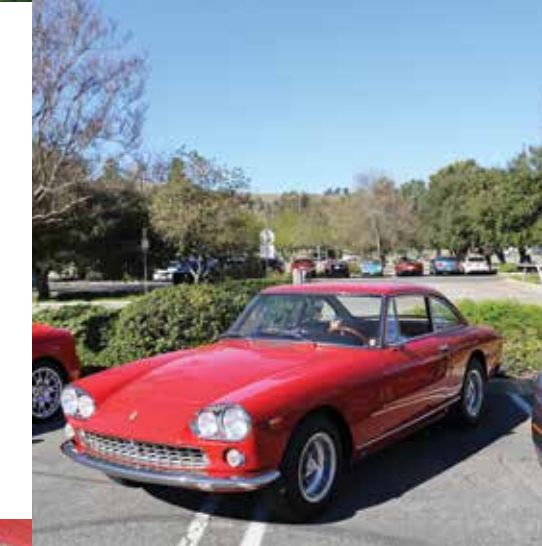
The event included coffee and pastries for all the car owners and their guests, plus free admission to the museum. And the Autry is a wonderful museum! Our members enjoyed seeing the new western art exhibit called Romance Reimagined plus numerous other temporary and permanent exhibitions.







## SWR Enzo Ferrari Birthday Cruise In



Ferrari Beverly Hills brought two new cars for display, and owner Giacomo Mattioli was very happy to meet Enzo (the horse) and learn that the FCA donated the funds to purchase him. The introduction was especially cool since Giacomo is an enthusiastic horse owner and his son is named Enzo! We appreciate the support of Ferrari Beverly Hills and thanks to GM James Del Pozzo and Marketing Manager Erika Luis for partnering with us at this event.

LAPD Mounted Unit Officer Eric Coffey is a great friend of the FCA, and besides bringing Enzo to the event, his partner Officer Tom Call brought Enzo's 4-legged colleague Gunny!

Since the Autry Museum is inside Griffith Park, we were delighted when the Park Rangers also came to support the event and they also brought a horse named Archie to hang out with Enzo, Gunny and the 117 Prancing Horses. Thanks to Park Ranger Sean Kleckner for bringing Archie and the other Park Rangers.

Special thanks need to be given to Autry staff Todd Heustess and Laura Windell for inviting the FCA and being outstanding hosts for our inaugural event. The Autry provided the coffee and pastries in the morning and gave all our members free admission to the museum, plus discounted membership opportunities! And thanks to our generous members that attended, the FCA-SW Region donated \$2,000 to the museum's charity foundation.

Overall, the event was deemed a huge success, all our members liked the venue and the museum, and the best news is that we are invited back in 2026. *SF*



# My One and Only Ride in a Ferrari 250 GTO

by Wallace Wyss

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Some Ferrari clubbers in SoCal know me as a fine artist of Ferraris and that I am, indeed. But, before that, waaaay back 50 some years ago, I was an associate editor of *Motor Trend Magazine*.



Among my cohorts at work was assistant Art Director Chuck Queener, known to this day as a portraitist of Ferraris. Well it turns out Chuck had done some art work for Steve Earle, a Beverly Hills businessman who founded the Monterey Historics. Instead of just being happy with mere coin of the realm, Chuck asked for a loan of Earle's 250 GTO...for a week. Bear in mind, back then they were worth a mere \$100,000.

Chuck drove it to work and on errands like it was some schlub American car.

One day he asked me if I wanted to go for a ride in it and of course I leapt at the opportunity. I remember that I was impressed by the blue cloth seat covers and the black crackle dash. We drove on the Sunset Strip, not the best place to show off its performance.

As he drove, I admired the visible gear slots, so you had absolutely no doubt what gear you were in.

Much later, a Japanese Ferrari collector asked me if Earle would sell it and I called Earle and they got in touch and I believe the man bought it for under \$100,000. My commission—a nice meal at an American restaurant in Tokyo (That was before I became a formal barn finder, you understand).

I remember when it first came out, people were surprised because in racing sports cars Ferrari was going mid-engined. Only 36 were made, 33 with 1962–63 bodywork (Series I) and three more with the 1964 (Series II) bodywork, a tunnel back roof style similar to the Ferrari 250 LM.

It is said that Pininfarina, the coachbuilder, was furious that Ing. Bizzarrini had not consulted them on the first series, so they forced Ferrari to use their body design in the Series II. Four owners of Series I insisted on bringing their fastbacks in for a rebody to Series II style.

When it was new, the price tag was roughly \$18,000 but buyers had to be approved by Enzo Ferrari and his dealer for North America, Luigi Chinetti.

Since they rarely come up for sale it's hard to guess the value today but in June 2018, a 250 GTO (chassis 4153GT) was sold in a private sale for \$70 million.

Several replica 250 GTOs have been built by outsiders on a Ferrari chassis. But the level of Ferrari scholarship is so strong that a fake wouldn't get too far...the one I had a ride in in the last century was the real thing and the thrill of a lifetime... *SF*



# CPR Training Save a Life

American Heart Association Training

WORDS & PHOTOS Peter Lund



here is an expression "It's better to have and not need than to need and not have".

With this sentiment in mind, this past January the Southwest Region sponsored our third free CPR training to our members wanting to learn or refresh this lifesaving skill.

Hagerty Garage and Social generously provided us with the use of their Van Nuys facility for the class and our instructor, once again, was the very capable Marni Kallestad ([mycprlady.com](http://mycprlady.com)) who provided the American Heart Association training to the 14 club members attending.

This 3-hour course went over the basics of both adult and infant CPR with practice on the dummies and also included additional instruction on the use of an Automated External Defibrillator (AED). The class wrapped up with lunch while we all discussed and covered emergency first aid procedures for potential types of injuries often occurring in auto-related accidents. Recommendations for all to carry a first aid kit in our Ferraris was emphasized and suggested to pass on to all of our members.

Thanks to all of the members that took their time to learn these skills – skills which one day may save a life.

*SF*



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# FCA Southwest Region Membership Appreciation Evening

Encore Performance!!

WORDS Marc Lindsley | PHOTOS Shawn Dutton and Marc Lindsley



When we did our membership appreciation evening in November 2024, we all had such a wonderful time we talked about how we'd need to do it again in 2025.

After learning from the terrific owner and Chef of Aliotta's Via Firenze (and Southwest Region member) Mike Aliotta, that his restaurant building and surrounding area is being leveled to make way for a Redondo Senior Citizen complex, we decided we'd better hurry up and have an encore. Mike is unfortunately forced to close his incredibly unique fine dining restaurant he's operated for over 25 years in June.

Twenty of us came together on March 8th to spend a fantastic evening once again in Maranello without ever leaving Los Angeles. Parking our Ferraris outside, we entered the sights, sounds, and smells of Italy. With Ferrari flags and memorabilia on the walls around us and spread across our table, we spent the pre-dinner cocktail hour greeting each other with a glass of wine and discussing of our Ferrari passion. Some couples discussed how they live, eat, and breathe Ferrari with their cars, drives, travels, and friendships. New SWR Vice President Shawn Dutton and his fiancé Anita, along with my wife Chicky and I, hosted the evening once again. After the hour we sat down to another fine dining experience beginning with antipasti including buffalo caprese and grilled Carciofi, followed by a delicious Caesar salad. Finally, we chose from pollo marsala, pappardelle rustica, risotto mare, Mexican seabass riviera, or lasagna ragu as our main course.





Dessert was the most delicious I've ever had, limoncello cake. Thanks to Mike and his family team, the food and ambiance rivaled any restaurant where we've dined in Italy.

Board Member Marko Jankovic shared his ideas and passion for our social media campaign ongoing in SWR, while Steve and Dania Winfield told us about their experiences driving their cars and their travels. New members Samir and Paulina Shahin talked about their experiences learning the many ways to enjoy all things Ferrari and got lots of advice how to share that passion with each other. Newly appointed Member Chair, Tom Manchester, joined us to explore how to continue this new tradition for the SWR....

In only a few weeks Mike's restaurant will be no more, so we thank him very gratefully for twice giving us the gift of an extraordinary evening in Italy while we enjoyed each other's company sharing our love of Ferrari! *SF*





# Hyperion Plant Tour & Del Rey Yacht Club Lunch

An amazing facility that keeps Los Angeles' water clean

WORDS Donna Chen | PHOTOS Shawn Dutton and Bill Makepeace



Despite the ominous threat of consistent rain and below normal temperatures, 26 members arrived in Playa del Rey on March 14 for the FCA-SW's first guided tour of the Hyperion Wastewater Reclamation Plant, owned and operated by the City of Los Angeles.

After an overview presentation explaining the treatment processes in the auditorium of the Environmental Learning Center, members boarded an enclosed tram. The tram traversed the massive facility, which covers almost as many acres as Disneyland.

Hyperion is the largest of the four city treatment plants and processes an average of 305 million gallons of wastewater per day (MGD), with a capacity of 450 MGD. The plant serves the City of Los Angeles as well as 29 surrounding communities. Wastewater from homes and businesses first entering the plant flow through bar screens to remove large materials such as wood, sticks, plastic, and rags. The wastewater then flows to tanks to settle out solids to separate it from the wastewater. The solids are then decomposed with bacteria inside enormous tanks and digestors. The bacteria treated wastewater and solids produce methane gas which is captured to generate electricity for onsite operations. The whole process yields Class A biosolids (27 truck-loads per day!) used for compost and soil amendments, and reclaimed water for irrigation and industrial uses. The remaining treated wastewater is discharged through a one-mile outfall into the Santa Monica Bay.

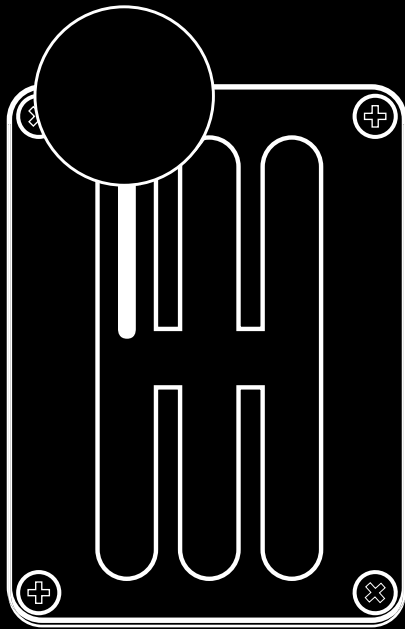
Following the plant tour, we split into two groups and visited the on-site certified laboratories where hundreds of tests are run to ensure treatment processes are operating optimally. These tests also help protect public health and the health of local marine and fresh waters. Supervisors explained the type of tests and their importance, which included E. coli bacteria, solids, oil and grease, heavy metals, organic priority pollutants, and toxicity, among others.

Afterwards, we drove a short distance to the Del Rey Yacht Club for a delicious classic buffet lunch and chocolate mousse cake! Here, members had a chance to socialize and discuss all things Ferrari while enjoying a close-up view of many yachts from our second-floor banquet room.

Many thanks to Juan Cardenas for the plant tour, and Jesus Rocha and Robert Savinelli (who came on his day off) for the laboratory tour. *SF*







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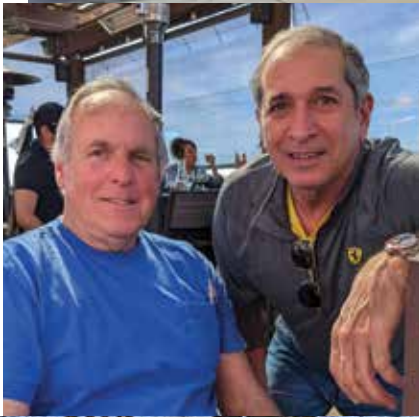




# Lorimar Vineyards Revisited

Two Southwest Region Chapters Mingle in Temecula

WORDS Lorraine Yapps-Cohen | PHOTOS Chuck Datte, Kevork Hashas, and Lorraine Yapps-Cohen



Just as the cavallino prances wildly on the famous Ferrari emblem did we make a day of Ferrari fun at our repeat run to the Lorimar Winery and Vineyards, an upbeat and trendy place conducting business in SoCal's one-and-only special style.

The day convened not one but two chapters of the Ferrari Club of America's Southwest Region into a singularly savvy group of Ferraristi at the huge yet lovely setting of the al fresco dining area at the Lorimar site in Temecula, California. The drive to the winery occurred on February 22, 2025, a date one week after the event required moving from the rained-out date. The two groups included the San Diego and Coachella Chapters of the Southwest Region for a total of 17 cars. Such a combination and such a postponement made everyone involved having to rearrange all of the moving parts of the event in unison.

Speaking of moving parts, those of San Diego Chapter's Ferraris met at Gary Bobileff's shop, which hosted the morning caffeine and calories in the form of canonical coffee and donuts where many a Ferrari have had their moving parts fixed. From there, the "San Diego Seven" moved onto the local roads that would deliver them to the rural roads en route to Santa Isabel, the favorite watering hole for motorists of all kinds to rest for a moment. Every other motoring group in Southern California had the same idea, making the venue a veritable convention of motorized vehicles of all kinds. In veritas however, Ferraris stood out as the most stunning four-wheeled varieties.





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From there, SD Chapter President, Kevork Hashas, resumed evidence of his driving prowess to lead the stunning entourage north on Route 79, a rural two-lane road known mostly for its rare 11.5-mile straightaway with its welcome relief from the double-yellow-line restriction that prohibits passing. Some brave souls freed their Ferraris from that confinement, combined perhaps with the fuel of coffee and calories consumed just minutes before, to take advantage of the single-dotted-line segments that do allow passing. From there the route continued on Anza Road, a semi-desert yet scenic highway that houses nearly all of Temecula's famous wineries, including Lorimar Vineyards, the spectacular spot for the San Diego Seven to meet their Ferrari friends of the Coachella Chapter.

There is where we convened not only with the ten fine FCA Ferraris of the Coachella Chapter, headed by the fine leadership of Gary Fenn, Chapter President, but also with what seemed like hundreds of other folks from everywhere else seeking fresh wine from the vine, festive camaraderie, and fabulous cars. Everyone took pleasure from the joys of the destination, the arrangements of which SD Chapter VP Chuck Datte handled with aplomb, considering the rain-date rescheduling the event required. We celebrated the joys of both Chapters together and the magnificent means by which we all got there. *Guidiamo Ferrari. SI*





# 275 GTB/4

## The Director's Ferrari

Incredible lineage of John Clinard's Ferrari that keeps making history

WORDS John Clinard | PHOTOS Susan Morehouse



If there is any motor racing movie that stands above all, I think most will agree it is *Grand Prix*, released in December 1966 under the direction of John Frankenheimer.

Frankenheimer was a prolific director, with *The Birdman of Alcatraz*, *The Manchurian Candidate*, *Seven Days in May*, and *Ronin* to his credit, among many other triumphs.

*Grand Prix* featured Ferrari prominently, as would be expected. But it was not assured at the outset. Here, an account from *Road & Track* in 1992:

"Frankenheimer had the complete cooperation of Enzo Ferrari, who allowed the movie makers to use his cars and crew, and to shoot in the Ferrari factory itself. When initially approached, Ferrari had brushed them off. The film's producer, Edward Lewis, then took a rough cut of the Monaco footage to Ferrari, and so enthused was Enzo that he gave his backing from that point forward. When asked how much it would cost, Ferrari replied, 'Nothing. Either I give you cooperation or I don't. Nobody can ever buy me.'"





# *Pebble Beach Tour d'Elegance*





# *Pebble Beach Concours d'Elegance*







# 275 GTB/4

## The Director's Ferrari

Frankenheimer is quoted in the article:

"Enzo announced that they weren't coming to Zandvoort for the Dutch Grand Prix because they weren't going to pay his entrance fee. And, in the meantime, out of deference to me, Ferrari showed up. So the Ferrari transporter comes in with the cars --- not for the race but for me!"

Amazing. I cannot imagine this happening today. This underscores how resolutely Enzo Ferrari ran his company, and his autonomy certainly figured in the car that Frankenheimer purchased following the filming.

If there is any classic Ferrari that the average man on the street would recognize to be a Ferrari, it's the 275 GTB and GTB/4. The last of the "soft" designs, the last before government regulations interfered, pure Ferrari, created to Enzo's dictates.

Not surprisingly, John Frankenheimer was smitten by the cars of Maranello and appreciative of his relationship with Mr. Ferrari. In August 1967 he expressed interest in buying a 275 GTB/4 and was given the choice of three cars on the assembly line: Rosso Rubino with beige leather, Grigio Ferro with black leather, and Blue Sera with beige leather. He selected Blue Sera, chassis 10451, and Ferrari gave him a \$1,000 "special discount" that reduced the price from \$11,500 to \$10,500. Chassis 10451 was completed in September 1967 and was delivered to Frankenheimer in Budapest, Hungary, where he was directing his next movie, *The Fixer*. He ultimately brought the car to his Malibu, California home, keeping it until the early seventies.

The car then traveled the world, exchanging hands among notable collectors in Sweden, Japan and America. It was painted red, then yellow. In January 1994, 10451 found a long-term home with Bruce Male, an avid Ferrari enthusiast in Swampscott, Massachusetts. In 1997-98, Male had the engine rebuilt by John Tirrell (Independent Ferrari Service) in South Easton, Massachusetts, and in 2000, the body was stripped and painted Giallo Fly by Wayne Carini's shop, Continental Auto Body. Turning his attention to his Ferrari 250 TdF, Male sold the car in August 2014.

In January 2015, 10451 was offered in RM Sotheby's Scottsdale auction where two gentlemen purchased it with thoughts that it could be of use in trade toward a future acquisition. Little did they (or I) know what was about to happen ....

From my days growing up in North Carolina I was fortunate to be a neighbor of Norman Silver in the 1960s/70s. Norman owned 14 significant Ferraris housed in a huge garage behind his house. Over the years, I had the opportunity to drive most of them and the most memorable was the original 4-cam NART Spider. I have never experienced a more impressive combination of power and turbine smooth sophistication. I saw the car driven by Denise McCluggage at Sebring in 1967 and Norman bought it from Luigi Chinetti soon after it appeared in *The Thomas Crown Affair*. Amazingly, it found its way into my life.

In March 2015, the owners of 10451 approached me with interest in buying my 1958 250 cabriolet, 1079GT. After 39 years of ownership, the cabriolet was part of the family, just not for sale. But would I consider taking the Frankenheimer car in trade? Oh, boy. Memories of driving the NART Spider, and the thought of owning John Frankenheimer's own 4-cam swung the balance. Family meeting. All agreed that we'd make the trade.

An advantage of Ferrari ownership is the people they bring. Over the years, I have come to know amazing people who I would never have encountered were it not for the interest in cars. And the movie *Grand Prix*? I am embarrassed to say how many times I've seen the movie, once in the late sixties sitting in my Austin Healey Sprite at a drive-in theater in North Carolina.

Owning a "pure Enzo" 275 4-cam is special, and the fact that it was John Frankenheimer's 4-cam makes me pinch myself. I never met John Frankenheimer, but we have a personal relationship through his car.

Fast forward to May 2024. I was pleasantly surprised to be accepted as an entrant at Pebble Beach with the Frankenheimer car. Honestly, with 330 of these cars produced, I did not expect such an "ordinary" entry to be accepted, as Pebble routinely features limited production/one-off entries.

Again, the people .... Restorer Jim Trofitter worked a miracle doing a year's work in a matter of weeks, Greg Jones fabricated the exact Ceretto exhaust system, 4-cam owner Dave Cummins arranged to have the clock expertly rebuilt by a 90-year-old clocksmith in Arizona, and Rex Nguyen coached the entire process and found "unobtainium" parts to make the car as new. The Ferrari community at its best. The car was generously entered by Jim (blue shirt) and Rex (tan jacket), as I was down the field judging Maseratis.

To no one's surprise, the class winner was Tom Hartley Jr.'s freshly restored 250 GTO. Certainly deserved. Our car was parked in pride of place next to Tom's GTO.

I'm sure John Frankenheimer would be pleased. *SF*





# Most Picturesque Drive on Oahu

A new experience of the world-famous coastline and a taste of the old Hawaii neighborhood

WORDS & PHOTOS Louis Fung



After a few unsuccessful trials to put together this second drive of the year due to logistics, determination and collaboration from our chapter members finally made the drive possible just a few days before the set Sunday. A big mahalo to Darrell Manuel for championing this drive!

An early start on a beautiful Sunday, we gathered at the Kahala Mall parking lot at 7:30 a.m. At this hour, the normally quiet parking lot suddenly received the deepest roars from our Italian machines and the parking structure was immediately decorated with bright cheerful colors. After everyone arrived, we moved in formation to our breakfast place which is a mere 5 minutes away.

Breakfast buffet was at the popular Kahala Resort Plumeria Restaurant, home of the renowned dolphin shows and a favorite hotel for many past presidents. Our entire group was accommodated to take over the entire porte-cochere area. The line-up was rather impressive with 20 exotics, including 11 Ferraris (an SF90, a Portofino, two 488 GTB, two 458 Italia, two 458 Spyder, an F430 Spyder, a 360 Spyder and a California), 6 Lamborghinis (a Huracan STO, a Steratto, a Huracan EVO Coupe, two Huracan Tecnica and a Gallardo), a Maserati MC20, a McLaren 675LT, and a Porsche Spyder RS. When asked a few times by the excited hotel guests, valet staff was proud to calmly add to their excitement by telling them that this was just another Sunday thing in Hawaii. We could not help but just smiled and enjoyed the expressions on the guests' faces.

Weather was superb and we were seated in the open-air section with gorgeous views of palm trees and the crystal blue ocean. Breakfast was simple but delightful, and ha, they even served some expensive items in today's market, eggs. Of course, we did not miss an opportunity to line up at the omelet station. After breakfast,





many of us took a stroll around the beautiful hotel grounds, including the fine sandy beach and especially getting greetings from the friendly dolphins. After a quick debriefing of the drive route and rules, all engines started. The magnificent roaring engines attracted many guests rushing out to take pictures and videos of the colorful entourage leaving the premises. Departing the ritzy Kahala, we merged onto Kalanianaʻole Highway headed east towards Waimanalo.

For this drive, a new and picturesque route was chosen for a new experience of the world-famous coastline on the east side and a taste of the old Hawaii neighborhood. We passed through Hawaii Kai and entered the most picturesque section on Oahu; the winding section of lava rock cliff side where you will find Hanauma Bay, the blowhole, Sandy Beach, Makapuu Lookout, Waimanalo Beach, and the Koolau Mountain range framing one side of the coastal highway. Breathtaking is the perfect way to describe the emotions of this route and slow traffic also enabled us to enjoy the fabulous scenery. Passing Waimanalo, we took a turn into the quaint old Hawaii residential neighborhood, Maunawili, where many beautiful homes are embedded within the Koolau Mountain hillside. With many residents standing outside waving at us, cars stopped greeting us, we slowed down in return for their picture taking as well as avoiding occasional chicken families crossing the roads. Common scene as such in old Hawaii.

Exiting Maunawili, we swiftly moved back onto H-3 Freeway in formation. It felt great to stretch a little after an hour of winding operation.

We finally converged at our favorite Kaneohe Lookout for a break and group picture. There, we met a new local Harley-Davidson friend who also visited this lookout frequently. Our admiration for each other's ride is completely mutual. Eventually, we bid goodbye to everyone, old friends and new friends and cruised our way back home.

Our second drive ended with exhilaration and smiles on everyone's faces, with a sweet memory of the most picturesque route on Oahu. *SF*





# Coachella Valley Chapter Tech Session

Saturday, February 22, 2025

WORDS & PHOTOS Frank Mandarano

Our Chapter is very active during the season and growing. Recently we were hosted for a lunch at the dealership provided by Ferrari of Rancho Mirage to our members after a very informative tech session provided by master technician and service manager Gary Tsai. General manager Anthony King continues to provide excellent service at the dealership and is a good friend of the FCA. Coachella Valley Chapter

Below are some photos of a recent gathering with the San Diego Chapter at the Larimar winery in Temecula. Many people attended with their Ferraris and a great time was had by all. Organized by our Chapter President Gary Fenn of Coachella Valley, and Kevork Hashas, President San Diego Chapter. *SF*





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# 2025 Cavallino Classic

The Cavallino Classic showcased important Ferraris from every era

WORDS & PHOTOS Bill Makepeace



This year marked the thirty-fourth time The Breakers Hotel in Palm Beach, Florida was the venue for The Cavallino Classic.

The quality and quantity of the Ferraris on display this year is proof once more that Cavallino Palm Beach is the world's preeminent Ferrari concours. This year the weather cooperated, and there was nearly perfect weather for the weekend festivities despite lots of snow across the Florida panhandle and much of the South.

Cavallino commemorated the fiftieth anniversary of the Ferrari 308 GTB and the thirtieth anniversary of the Ferrari F50 this year. Both are iconic Ferraris. The 308, with help from a TV detective based in Hawaii, put Ferrari "on the map" in America with the mass media exposure of a hit television show. The F50 is a symbol of Ferrari's "Formula 1 technology adapted for the road." This is exemplified by a V12 engine derived from F 1, and the engine is a stressed member of the chassis supporting the entire rear assembly. With just 349 cars produced it's a prized collector's item.

There were over 160 Ferraris on display this year starting with a 1949 Ferrari 166 Inter and ending with a 2024 Ferrari SF90 Spider. Also, the full range of Ferrari's brand new 2025 model offerings included the just announced F80 making its North American debut. Once again The Cavallino Classic showcased a diverse group of important Ferraris from every era including many coach-built Ferraris. The Front Lawn of the Breakers is where twenty-two Ferraris were displayed and were the best of the best entrants. As an example: A 1964 250 GTO, 1954 375 MM Ghia coupe, 1952 342 America Cabriolet, 1952 212 Inter, and a 1951 Ferrari 212 Export Cabriolet were the first cars one encountered when entering the show field. The Ferrari 250 GTO (5573) was a Series II also known as a GTO/64, and this particular example was raced by six Ferrari Formula 1 drivers. It was also driven to New York City's Central Park multiple times for hamburgers and fries by Luigi Chinetti Jr. who was at the Cavallino Classic this year and was very approachable.

CAVALLINO  
CLASSIC  
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Tom and Jill Peck's 1954 Ferrari 375 MM (0476) with a one-off two tone orange and grey Ghia coupe bodywork was in the front row. This recently restored car has won major awards at Pebble Beach and the 2024 FCA Annual Meet in Elkhart Lake. Tom changed the car slightly for the Cavallino Classic by adding whitewall tires and aluminum discs that covered the Borrani wire wheels. He was worried about the judges' reaction to the change, but he could document the modifications based on the original Ghia renderings before the car was built. It turns out Tom and Jill didn't need to worry, as they were awarded the top award for street Ferraris.

Another great Ferrari in the front row was Dennis and Susan Garrity's Ferrari 342 AM (0232 AL) Vignale Cabriolet resplendent in bright blue metallic paintwork with white interior, and it was also sporting whitewall tires. It's another multi award winning car on the lawn at the Breakers. Next in line was a beautiful maroon 1951 Ferrari 212 Export Vignale Cabriolet flanked by a light metallic blue 1952 Ferrari 212 Inter Pininfarina Cabriolet. It was an impressive row of colorful Ferraris, but it was just the start with over 150 more Ferraris on display.

Ferrari Classiche is a certification and restoration service offered by the Ferrari factory. They had a display on the Breaker's Front Lawn with a very special Ferrari sports racer: a 1957 Ferrari 335 S (0674) that placed second in the 1957 Mille Miglia. The car was a complicated beast with dual overhead camshaft and dual ignition and was displayed with its 1957 race number. A red and black 1951 Ferrari 212 Inter Vignale Coupe (0135E) was next to a Ferrari 250 SWB (2237GT) that has been on the Cavallino show-field over thirty times. A dark green Ferrari 250 GT Tour de France with a white stripe was next to a dark blue Ferrari 250 GT Spider California on the second row. There was also a 1985 Ferrari 288 GTO, next to a 2014 Ferrari Sergio, one of six made, designed by Pininfarina to commemorate 60 years of collaboration with Ferrari. The third row on the Front Lawn included a black 1959 Ferrari 250 GT Series II Cabriolet, a silver 1959 long wheelbase Spider California, a green 1960 Superamerica Cabriolet, a silver 1965 Ferrari Superfast, and a blue Ferrari 365GTB/4 "Daytona Speciale" with a Targa-style stainless steel roof and zip out rear window. It's the only Daytona speciale and is in an unrestored state of preservation. Last but not least was the oldest Ferrari on the lawn: a dark red 1949 Ferrari 195 Inter (017S). It was an amazing assemblage of classic Ferraris.

But wait, there were still over 130 great Ferraris on the lower show field plus the brand new 2025 Ferraris on display. It's safe to say that any single class of Ferraris on display at this year's Cavallino would be considered an impressive turnout for a multi marque concours like Pebble Beach or Amelia Island. But there were still about 140 more Ferraris than any other concours in the world. The only competition for the quantity of cars at Cavallino is the Ferrari Club of America Annual Meets, but The Cavallino Classic draws Ferraris from all over the globe and is invitational only.

There was a selection of one of each of Ferrari's supercars in gleaming red greeting Cavallino guests as they entered the lower show field. Next was Ferrari's current lineup of automobiles including Ferrari's next supercar: Ferrari F80. The F80 had its North American debut at this year's Cavallino.







# 2025 Cavallino Classic



There was a nice collection of Enzo-era Ferraris on display starting with a black 250 Europa GT, a Ferrari 250 GT Cabriolet series I, 250GT Cabriolet series II with a hardtop, and colorful selection of three Ferrari 250 GT Lussos rounded out the 250 class. Next on the Breaker's lawn were several Ferrari 275 GTBs both in two cam and four cam variants. Nearby were several Ferrari 330 models including a 1964 and a '65 330 GT 2+2, and a silver '67 330 GTC. The Ferrari 365 series was well represented starting with a beautiful dark blue Ferrari 365 GTC, one of 168 made, near a 1970 Ferrari 365 GTB/4 "Daytona" that was the actual car tested by *Road & Track* magazine in their October 1970 issue. This car features the European spec Plexiglas covered headlights and had a hot rodded engine with over 50 more horsepower than stock when tested by the magazine. There was a pair of the more common hide away headlight "Daytonas" in black, and metallic red. There were 3 Ferrari 365 GTS/4s out of the 122 made on display in light yellow, metallic blue, and metallic brown near a lone black Ferrari 365 GT 2+2. Next were several Ferrari 365 GT/4 BBs that were Ferrari's first mid-engined 12 cylinder production car on display.

A colorful row of Dinos were next with a pair of 2 liter Dino 206 GTs, and the 2.4 liter Dino 246 GT and GTS were well represented and colorful. Not too far away from the Dinos were two pontoon-fendered 250GT Testa Rossas. One was red and one was yellow, and they were for sale! They were battery powered aluminum-bodied accurate ¾ size replicas. The sticker price was only \$200,000.

Next was "Supercar Row" with a metallic green Ferrari 288 GTO next to red Ferrari F40s, red and yellow F50s, two silver Enzos, and a metallic green Ferrari Daytona SP3. There was even a 1992 Ferrari F40 LM, one of 19 made.

There were too many great Ferraris on display to list them all, but the hard work of the concours team of the 2025 Cavallino Classic attracted a large and diverse group of Ferraris from the oldest, a 1949 Ferrari 166 Inter, to the newest, the Ferrari F80 this year. Even the very last row was an "all-star" lineup with a Ferrari 599 SA Aperta, one of 80, a 599 GTO, an F12 TdF, an 812 Competizione and about a dozen other special modern Ferraris. The consensus among the habitual attendees such as the Cavallino judges, journalists, and Ferrari enthusiasts was that 2025 was the best concours anyone could remember. The Canossa team really put on a great event and have, arguably, raised the bar since taking over from the Barnes family. It is absolutely, consistently the best Ferrari concours in the world. No other show has both the quality and the quantity of concours entrants that proud car owners bring their Ferraris to Palm Beach at the end of January each year for The Cavallino Classic. They are in search of Cavallino's coveted Platinum Award for each Ferrari that scores 97 out of a possible 100 points. It cost thousands of dollars to detail, repair, restore, transport etc. to get the cars to the show field, but the bragging rights for the proud owner of a Platinum Award winning Ferrari are priceless. Next year will be the 35th edition of the Cavallino Classic the third weekend in January at the Breakers Hotel. The Cavallino weekend should be on the bucket list of any Ferrari enthusiast. Don't miss the preeminent Ferrari concours in 2026. *SF*









# Welcome to a New Era For FCA SW!

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FROM OUR DIRECTOR OF MARKETING & SOCIAL MEDIA Marko Jankovic



Marko Jankovic

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I'm absolutely thrilled and deeply honored to take on the role of Director of Marketing & Social Media for our esteemed Ferrari Club.

This incredible opportunity fills me with excitement as I look forward to contributing to a community that celebrates such an iconic brand and a shared passion for excellence.

Ferrari represents more than just high-performance vehicles; it embodies a lifestyle of precision, elegance, and innovation. I'm grateful to be entrusted with the responsibility of promoting our club's values, events, and initiatives. Through strategic marketing and dynamic social media engagement, I'm eager to connect with our members, attract new enthusiasts, and amplify our club's presence within the wider automotive community.

The enthusiasm and camaraderie within our club are truly inspiring, and I am excited to harness these elements to create impactful campaigns that resonate with our members and the global Ferrari family.

We're excited to invite everyone to join our brand-new Instagram page @FCA\_SW. This will be the new central hub for our Ferrari Club! This platform will be constantly updated with the latest events, exciting announcements, and shared experiences from past gatherings. Whether you're a long-time member or new to the club, our Instagram page will be your go-to destination for staying connected and engaged and see upcoming events in real time.

We'll showcase stunning photos, highlight memorable moments, and provide updates on upcoming events, making it easy for everyone to stay informed and involved IN REAL TIME! Our goal is to create a vibrant online community where members can share their passion for Ferrari, connect with one another, and celebrate our collective experiences.

One of the truly great benefits of our new official IG page is the "pinned post." Made specifically for your convenience, you'll be able to see upcoming events at a glance without having to go to our website or keep scrolling down once on IG. Important announcements will always be pinned to the top of our IG page, including the Events Calendar. Simply open IG and the pinned post (first post) will always be a list of upcoming events and details to those events.

Our new official Instagram page is ALL about YOU! If you have something you'd like to share—whether it's cool pictures from an event, exciting news, or any fun moments—just send them my way! Send me a stunning picture of your car and what you love about it! Share, share, share, for all of us to see YOUR joy of driving your Ferrari and the great people it brings with it!

This is a great opportunity for everyone to contribute and showcase our amazing experiences together. Let's fill our page with all the awesome memories we create! I am looking forward to seeing your photos and stories!

Your support and enthusiasm are key to making this page a thriving community hub. By sharing our Instagram with your friends, fellow enthusiasts, and social networks, you'll help spread the word and bring more passionate individuals into our fold. Please take a moment to follow the page and spread the word to fellow members. Simply scan the QR code above with your phone camera and it will take you straight to the page. Then click "FOLLOW".

Every like, comment, and share helps us reach new heights, showcasing the unique experiences, events, and camaraderie that make our club so special. Together, we can create a dynamic online space where members can connect, engage, and celebrate our shared love for Ferrari.

Let's work together to grow our Instagram page into a vibrant and active community. Your involvement is essential in making this platform a success. Share our page today and help us build an even stronger, more connected Ferrari Club family and ensure future growth.

Thank you for your trust and support. I'm looking forward to an exhilarating journey ahead, filled with creative endeavors and shared successes. Together, we will drive our club to new heights, celebrating our passion for Ferrari every step of the way. *SF*





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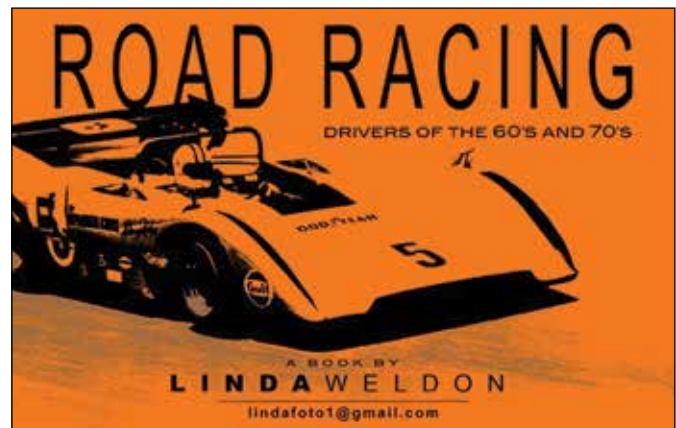
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# WELCOME NEW MEMBERS!

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



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## FERRARI CLUB OF AMERICA SOUTHWEST REGION

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Please refer to adjoining Material Deadlines for submission dates. Email outline of submission materials to the *Sempre Ferrari* editor to obtain an upload link for high resolution/uncropped images.

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Magazine trims to 8.5" x 11"  
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Ad Placement	Artwork dimensions	Color
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Quarter Page - inset only	(3.75"w x 4.75"h)	\$175.
Business Card	(2" x 3.5")	\$100.
Business Classified	40 words maximum	

#### Material Deadlines

January-February issue

March-April issue

May-June issue

July-August issue

September-October issue

November-December issue

December 1st

February 1st

April 1st

June 1st

August 1st

October 1st

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