

May-June 2022



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President's Message

Two things that the Southwest Region is known for are great events and great people.

The mid-point in the year is upon us with some great events in the rear-view mirror. If you haven't joined us for any of them, don't despair as there are some great ones on the road up ahead.

I feel fortunate, as many of you do, to be able to own and drive a Ferrari. It's a privilege that not many have and I'm particularly proud when our club is able to put together events that are able to benefit others. It's the merging of great events and great people. The recent LA Orthopedic Medical Magnet High School event, the LAPD Pacific Division Rally and the LAPD Prancing Horses & Police Horses are all prime examples. Our upcoming annual events at Vandenberg Space Force Base and Edwards Air Force Base continue this tradition of giving back to the community.

As we share with others this year, it is also time to celebrate two milestone anniversaries: Ferrari at 75 and the Ferrari Club of America at 60. Whether you attended the Petersen Cruise In last February or if you will be attending our San Marino Concorso Ferrari, Italian Night Drive & Dinner, or our gala anniversary "A Night at Ristorante Cavallino" Dinner, there is something for everyone to share in. Watch for the sign-up information on these exciting events.

To further mark the anniversaries, in addition to special events, we have developed a limited edition FCA-Southwest Region Anniversary commemorative 92 page hardbound book highlighting our Region's history, past events plus includes the name of every current member as of January 1, 2022. For those of you that have been actively involved with the Club, or are a newer member interested in our founding, and want see the full breadth of our nearly 30 years of events, it's a "must have" item. Look for the ordering information in this issue on page 37.

To continue with the theme of great people, every organizer takes the work of dedicated individuals to make things happen. As always, a big thanks to those that volunteer their time to put together the events and activities that we all enjoy. This year we have had several members step up to organize their first events and I hope that trend continues.

By the time this issue hits your mailbox, we will be beginning the process for candidates for our Regional Board. If this is something that interests you, please drop me a line.

Get out and drive! *SF*

Peter Lund
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.



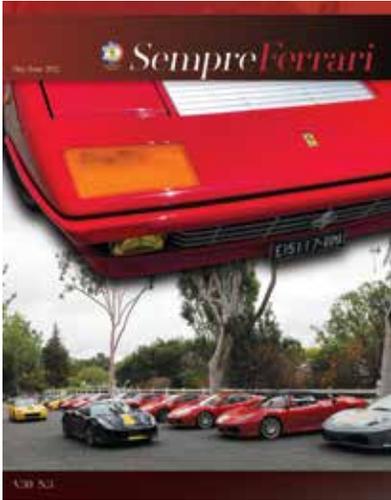
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F355 Spider, 612 | In Your Area West LA to Malibu Lunch Drive/Camp Pendleton/LAPD/CPR
- B **Bill Makepeace** Vice President/Director | 562) 745-5499 | billsteves@aol.com
550 | Photography/Mullin Museum/Santa Anita/Rancho Los Alamitos/Chino Air Museum
- C **Rex Gephart** Treasurer/Director | 310) 422-2336 | gephart.rl@gmail.com
458 Italia | Best in Show
- D **Bruce Leeds** Secretary/Director | 310) 662-1723 | peggybruce@msn.com
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360 Modena | Special Collections/Vandenberg & Edwards Exotic Car Shows
- F **Shawn Dutton** Membership Chairman/Director | 619) 318-4600 | shawdut@yahoo.com
360 Modena, 458 Italia | In Your Area West LA to Malibu Lunch Drive
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575M | Soup to Nuts Drive/Pie Run/Lake Arrowhead Drive
- H **Mark Process** Event Announcements/Director | 323) 677-8759 | dszner35mm@juno.com
348 Speciale | Eat Drive & Be Merry/Mount Wilson Tour/Ojai Tour
- I **Kenny Lombino** Track Chairman/Director | 310) 339-8657 | lombino@sbcglobal.net
458 Speciale, 16M Scuderia Spider, 360 Modena Six Speed | Grand Canyon Tour
- J **Chad Fukumoto** Hawaii Chapter President | pueoaudio@gmail.com
California T, 458 Speciale | Christmas Party
- K **Francis G. Frank Mandarano** Coachella Valley Chapter | 206) 310-8380 | frank@carguytour.com
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- L **Sam Burg** Central Coast Chapter President | 805) 680-9962 | way2fasttt@comcast.net
430 Spider, FF | C&Cs/Breakfast/F1 Viewing Parties/Ride & Lunches
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- Q **Ross Albu** Advertising Chairman | 714) 325-1000 | rossalbu@gmail.com
360 Spider | Griffith Park Drive, Toluca Lake/Los Feliz Cars & Coffee

FCA SOUTHWEST PAST PRESIDENTS

- Judd Goldfeder 1994-1996
- Tom Brockmiller 1996-1997
- Wally Clark 1997-1999
- Marv Landon 1999-2001
- Bill Inglis 2001-2003
- Murray Cogan 2003-2005
- Walter Meyer 2005-2007
- Doug Prestine 2007-2009
- Tex Otto 2009-2011
- Diane Peterson 2011-2013
- Peter Carniglia 2013-2014
- Bruce Leeds 2014
- Kenny Lombino 2014-2016
- Richard Kidd 2016-2018
- Jim Bindman 2018-2020

SempreFerrari CONTENTS



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Ortega Drive - Bill Makepeace

Online Event Information & Registration

www.fca-sw.org

FERRARI CLUB OF AMERICA
SOUTHWEST REGION
ESTABLISHED 1994



ARTICLES

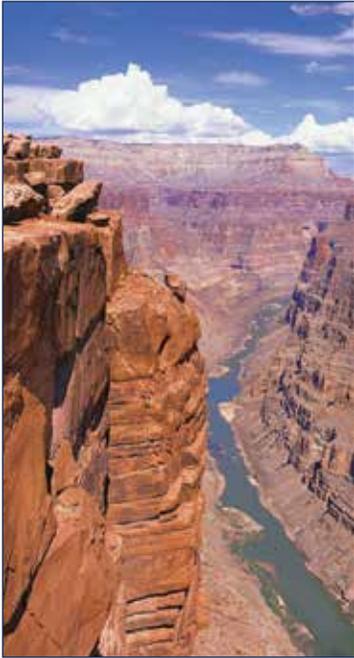
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Go to **www.fca-sw.org** for the latest FCA Southwest Region events!



FCA SOUTHWEST EVENTS

CALENDAR GET YOUR FERRARI OUT & DRIVE!



July 16, 2022 | Saturday

FCA-SW Judging Seminar 11 am - 1 pm, Flying "A" Garage in Pasadena

Bruce Leeds - peggynbruce@msn.com

July 31, 2022 | Sunday

FCA-SW Summer Picnic BBQ Picnic for our members in San Juan Capistrano

Bill Makepeace - billsteves@aol.com

August 6, 2022 | Saturday

Tour and Lunch at SpinLaunch Exclusive tour of SpinLaunch in Long Beach

Jim Bindman - cool4re111@gmail.com

August 28, 2022 | Sunday

2022 Concorso Ferrari at San Marino Motor Classic Over 120 Ferraris on the grass

Jim Bindman - cool4re111@gmail.com

September 4, 2022 | Sunday

1st Annual Orange County End of Summer Drive & Dinner Scenic drive around OC

David Pham - dportho@pacbell.net

September 9-11, 2022 | Friday - Sunday

FCA-SW Drive to the Grand Canyon Weekend to the Grand Canyon National Park

Steve Landaker - jslandaker@verizon.net

September 11, 2022 | Sunday

FCA-SW Best in Show Tour of magnificent garages and collections

Rex Gephart - gephart.rl@gmail.com

September 17-18, 2022 | Saturday-Sunday

Virginia City Hillclimb Historic driving event of 21 turns over 5.2 miles of closed Nevada Highway 341

Dennis Chiodo - dennis.chiodo@wlbutler.com, **Register at <https://www.virginiacityhillclimb.com>**



September 24, 2022 | Saturday

10th Annual Fast Cars and Faster Intercontinental Ballistic Missiles Exotic Car Show at Vandenberg Space Force Base Support our Airmen!

Jim Bindman - cool4re111@gmail.com

September 11, 2022 | Sunday

75th Anniversary of Ferrari Cavallino Dinner Details to be announced

Peter Lund - plund85@gmail.com

December 3, 2022 | Saturday

Orange County Holiday Party Newport Beach Yacht Club

Details to be announced

December 11, 2022 | Saturday

Los Angeles Holiday Party at the World Famous Magic Castle Hollywood

Details to be announced

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.

PETERSEN

Second Saturday Every Month
FCA Southwest Region
Board Meetings

All members welcome!
6060 Wilshire Blvd. at Fairfax
Los Angeles, CA 90036



Concorso Italiano

Thank you for joining us!
See you next year: August 20, 2022



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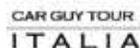
AMERICAN AUTOMOTIVE



SEAN MINOR
always invited



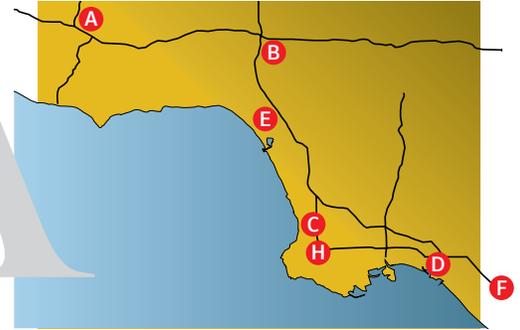
ANDREW EVANS





IN YOUR AREA

Monthly casual get togethers with fellow club members & enthusiasts



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 First Saturday Drive Each Month | The Glen Center | Bel Air | 9:30 am
 Drive starts at The Glen Center, one block south of Mulholland Drive in Bel Air. Full service deli opens at 7 am for breakfast. Departs at 9:30 am, no host lunch stop, returning after 3 pm. Event open to FCA members only, Ferrari only vehicle participation.
 LOCATION: The Glen Center, 2948 Beverly Glen Circle, Bel Air/Los Angeles 90077
 HOST: Kenny Lombino | 310) 339-8657 | lombino@sbcglobal.net



C Third Saturday of Each Month | Saturday Shift | Caffe Tre Venezie | Torrance | 7:30-9 am
 FCA members are invited to join us for Saturday Shift, a monthly cars & coffee gathering. Owners of exotic and fine vintage automobiles of all makes are welcome to display their vehicles. Spectators are also welcome as we enjoy complimentary coffee and admire the finest cars from around the South Bay.
 LOCATION: Caffe Tre Venezie, 3525 Pacific Coast Hwy, Torrance 90505
 HOST: Ferrari South Bay | 310) 887-9183 | events@ferrarisouthbay.com | www.saturdayshift.com



D First Sunday Each Month | Boathouse on the Bay | Long Beach | 9:30 am Gathering - 10 am Brunch
 Drive your Ferrari and meet your friends at a wonderful bayside restaurant the first Sunday of each month.
 LOCATION: Boathouse on the Bay, 190 N. Marina Drive, Long Beach 90803
 HOSTS: Bill Makepeace | 562) 745-5499 | billstev@aol.com
 Doug Campbell | 714) 595-5786 | dougwcampbell@sbcglobal.net



E Last Friday Each Month | West Los Angeles to Malibu Lunch Drive | 11:30 am
 We meet in Brentwood at 11:30 am on the last Friday of the month (except December) for a drive up the coast along PCH to a restaurant in Malibu 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



F Third Sunday Brunch | Orange County | Tustin | 9:30 am
 Our new gathering will meet at 9:30 am at the 17th Street Grill-Enderle Center, 17320 17th Street in Tustin. It's handy to the 55 Freeway and 17th Street. Great Ferrari parking and excellent food. See you there!
 LOCATION: 17th Street Grill-Enderle Center, 17320 17th Street in Tustin. Contact Scott for details.
 HOSTS: Scott Resley | 714) 604-7712 | skres80@gmail.com



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 Lee for more information.
 LOCATION: Alternates between a location on the southern part of our chapter and a northern location.
 HOST: Lee Wilson | Central Coast Chapter | vtauto@sbcglobal.net



H First Saturday of Every Month | Rolling Hills Estates | Promenade on the Peninsula | 7-9:30 am
 Peninsula Cars and Coffee. Top deck of parking structure. Enter on Indian Peak Road.
 LOCATION: 550 Deep Valley Drive, Rolling Hills Estates, CA 90274.
 HOST: Keith Inouye | PenCn1@gmail.com



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- Foam bath & Hand Contact Wash
- Wheel Decontamination (Iron Fallout Remover)
- Tires Stripped & Shined
- Interior Maintenance & Vacuum
- Door Jamb & Trunk Frame Cleaning
- Exterior Trim Detailed & Conditioned
- Interior & Exterior Windows Cleaned
- Detail Spray Final Finish
- Air Freshener (Optional)

ADVANCED

- Foam bath & Hand Contact Wash
- Chemical Decontamination Bath
- Manual Decontamination (Clay Bar)
- Wheel Decontamination (Iron Fallout Remover)
- Tires Stripped & Shined
- Interior Maintenance & Vacuum
- Door Jamb & Trunk Frame Cleaning
- Ceramic Paint Sealant
- Interior & Exterior Windows Cleaned
- Air Freshener (Optional)

ULTRA

- Interior touch-up / vacuum
- Strip Wash
- Manual & Chemical Decontamination Paint and Wheels
- Paint Correction (stages vary on paint condition)
- Final prep wash and paint inspection
- Apply 5 year 9H Ceramic Coating
- Interior & Exterior glass detail

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Headlight & Taillight Restoration

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Lyon Air Museum & The Finish Line Auto Club

We take our board meeting to the Orange County with special viewings of two magnificent locations

WORDS & PHOTOS Bill Makepeace



A



B



C



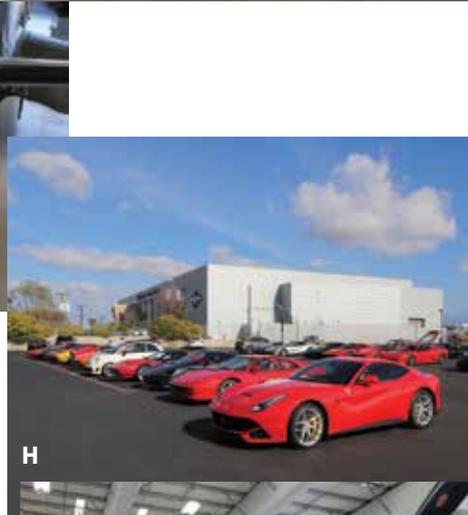
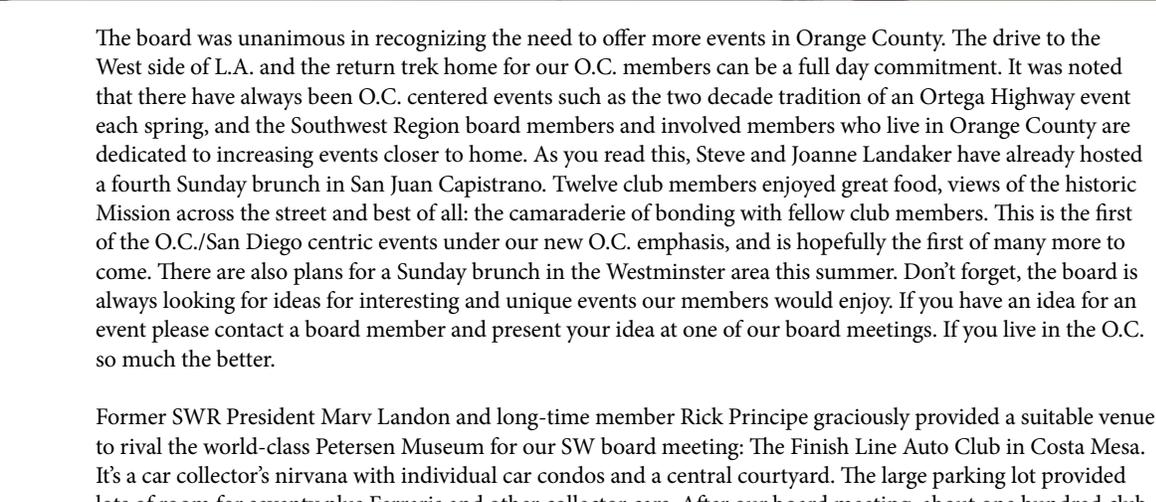
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Your Southwest Region's board meetings are seldom if ever the subject of a *Sempre Ferrari* article, however, the first board meeting of the new year was by all accounts special. First, we revived an old club tradition by having some board meetings during the year in Orange County.

It has been many years when the involved members, former and current board members in Orange County, had to endure the long drive to the Petersen Museum where we have had our meetings for years. As you might guess, getting there on the second Saturday each month for a nine o'clock board meeting was the least of their problems, it was getting home in L.A. traffic in the middle of the day that was the real issue. These dedicated members spent hours in traffic in order to attend our board meetings in West LA. Second, your board has quite a few events planned for 2022, the 75th anniversary of Ferrari. Stay tuned.



The board was unanimous in recognizing the need to offer more events in Orange County. The drive to the West side of L.A. and the return trek home for our O.C. members can be a full day commitment. It was noted that there have always been O.C. centered events such as the two decade tradition of an Ortega Highway event each spring, and the Southwest Region board members and involved members who live in Orange County are dedicated to increasing events closer to home. As you read this, Steve and Joanne Landaker have already hosted a fourth Sunday brunch in San Juan Capistrano. Twelve club members enjoyed great food, views of the historic Mission across the street and best of all: the camaraderie of bonding with fellow club members. This is the first of the O.C./San Diego centric events under our new O.C. emphasis, and is hopefully the first of many more to come. There are also plans for a Sunday brunch in the Westminster area this summer. Don't forget, the board is always looking for ideas for interesting and unique events our members would enjoy. If you have an idea for an event please contact a board member and present your idea at one of our board meetings. If you live in the O.C. so much the better.

Former SWR President Marv Landon and long-time member Rick Principe graciously provided a suitable venue to rival the world-class Petersen Museum for our SW board meeting: The Finish Line Auto Club in Costa Mesa. It's a car collector's nirvana with individual car condos and a central courtyard. The large parking lot provided lots of room for seventy plus Ferraris and other collector cars. After our board meeting, about one hundred club members arrived for a tour of the Lyon Air Museum, but not before a "Burger and Pie" lunch, and after lunch our members enjoyed viewing the historic aircraft and cars at the Lyon Air Museum. It's been a SW Region tradition for years to enjoy this delicious meal at our events.

If you are unfamiliar with this world-class aircraft museum, it's located at the John Wayne Airport in the heart of Orange County. The museum has a permanent collection of almost exclusively World War II era aircraft. All of them are airworthy, and there is always a rotating display of classic cars. There are plenty of smaller interesting artifacts and knowledgeable docents to answer one's questions. The rotating nature of the museum's exhibits makes for a good excuse to visit the museum several times a year. There's always something new to see.

To prove the point that one of our past-presidents always says: Ferrari owners are interesting people. Several club members were sitting under one of the museum's iconic warbirds: the famous North American B-25 Mitchell bomber. Ninety-one year young member Earl Waggoner showed us his pilot's license and pointed out his endorsement for the Lockheed Constellation airliner, Lockheed L 1011 airliner, and the North American B-25 bomber. Yes the very type of airplane we were sitting underneath. Earl had several interesting stories from his USAF service in the early '50s while flying the Mitchell bomber. Members enjoyed the museum at their own pace and found their way home afterwards. A special thanks to The Finish Line Auto Club who graciously sponsored not only our board meeting, but also the Lyon Museum admission.

All in all it was a great day. The O.C. members expressed their concern about the lack of local events and the board expressed its unanimous support. Several members volunteered to organize events in the O.C. Buckle up for an exciting year of events in 2022 from your FCA Southwest Region board and involved members. Don't forget, it's your club, and if you have an idea for an event please share it with fellow members. *SF*



PHOTO CAPTIONS
A Ferraris gathered at The Finish Line Auto Club. **B** Just one of the many well adorned units at the Finish line Auto Club. **C** Members enjoying burgers and pie. **D** Beautiful Daytona Spider under the wing of a historic warbird. **E** Boeing B-17. **F** DC-3 in the foreground and the military version, the C-47, in the background. **G** Beautiful Lusso and Boano. **H** Lots of Ferraris at Lyon Air Museum. **I** Jim and Rita in front of the B-25 bomber.



2022 Cavallino Classic

The best Ferraris gather in Palm Beach for an annual gathering

WORDS Bruce Leeds | PHOTOS Bill Makepeace



PHOTO CAPTIONS

A Main Cavallino Classic show field of the featured Ferraris. **B** Start of 75th anniversary display with a Ferrari from each year since 1947 beginning with 1947 Model 166 Spyder Corsa, SN 004. **C** Roberto Quiroz and 365 P. **D** 250 GTO and 250 SWB. **E** Interior of the 1966 365 P's three wide seating and center position driver. **F** 121 LM. **G** Cavallino Classic main field of classic Ferraris.

It is the third weekend in January and time for the Cavallino Classic at The Breakers Hotel in Palm Beach, Florida. The Breakers is a historic hotel built in 1896 that has a huge lawn in front that serves as the site of the Cavallino. The Cavallino is probably the best Ferrari only Concours event in the US.

This year the Cavallino Classic was under new ownership by the Canossa Group and attracted some very rare and valuable Ferraris. On the lawn in front of the Breakers was a circle of some of the rarest and most valuable Ferraris. These included a 250 GTO, a Testa Rossa from 1958, two 400 Superamericas in silver and black, a couple of 250GT Cabriolets, and a dark blue 250GT SWB.





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PHOTO CAPTIONS

H 250 GTO and California Spider. **I** Judges Denise Ferrari and Jody Stewart. **J** 1951 212 Export Spyder Vignale. **K** 365 California. **L & N** 333 SP judging process. **M** Milestone Motorcars open house. **O** Field of Ferraris of the past 75 years. **P** Ferraris in the Ferrari Classiche display. **Q** Roberto Quiroz and family arriving in the 1966 365P Speciale Treposti. **R** Jim Fuchs' 1981 BBLM. **S** Luigi Chinetti Jr., in blue sweater, presenting awards.



2022 Cavallino Classic

In the center was a rare 1966 365P Speciale Treposti in ivory white. This is a unique car and a class winner at Pebble Beach. It features a steering wheel in the center with seats on each side and a 4.4 liter V12 engine in the rear.

That was just the beginning of the eye candy on display. Walking onto the expansive grass we were greeted by new limited production Monza SP2s. Following that was a circle of the latest models from Maranello. This is the 75th year of Ferrari. To celebrate the 75 years, there were Ferraris representing each one of those years on the lawn. To learn about each unique Ferrari, each car had a placard in front with a QR code on it to scan with your phone to obtain a full description of the car.

The lineup of the 75 anniversary Ferraris began with a 1947 Model 166 Spyder Corsa – serial number 004. Next to it was a 1948 166 Spider Corsa, serial number 016. The Ferraris continued through the 75-year history. One of the highlights was a 1954 121LM Parvano race car. It has swoopy lines and a 4.4 liter straight six. This car was raced on the West Coast by Phil Hill, Ken Miles, Carroll Shelby and Roger Ward. It won a Platino award in the judging. Other highlights were 2 more GTOs – a 1962 model and a 1964 Series 2 model. The latter won Best of Show Competition at Cavallino.

There were many other wonderful Ferraris, including many beyond the 75 historical models. All were being judged. One of the judges was our friend Denise Ferrari, formerly on our FCA-Southwest Board. Unfortunately, the Cavallino was disrupted around noon by rain showers that caused many owners to cover their cars.

In the late afternoon (after the rain had stopped) the Canossa organizers did something new. The cars receiving Platino and other awards were driven past a stone balcony overlooking the field and handed trophies designed by Pininfarina. This gave everyone an opportunity to see and hear the wonderful automobiles. One of the trophy presenters was Luigi Chinetti Jr. The top awards were presented at the awards dinner later that evening. The Best of Show Competition was the already noted 1964 GTO Series 2. The Best of Show overall was given to the 365P Speciale.

A side note on the 365P Speciale: On Friday, the 21st we left the Breakers and were driving through traffic in Palm Beach. We heard a throaty engine noise in the lane beside us. It was the 365P Speciale with the owner in the center driver seat and his wife and daughter in the side seats, making its way through heavy traffic. The next day it received Best of Show.

The next Cavallino Classic will be on January 21, 2023 at The Breakers. If you want to see a great Ferrari concours, this is the one to go to. *SF*



512 BBLM Reunion at Cavallino

A chance meeting of former test driver and current owner

WORDS & PHOTOS Bill Makepeace



A



B



C

There is a lot to be said for being in the right place at the right time. While photographing the 75th Anniversary display featuring one car from every year starting in 1947 at this year's Cavallino Classic concours, I stopped to snap a photo of the car representing 1981. It was the Ferrari 512 BBLM that had raced at Le Mans in 1982 and its current caretaker Jim Fuchs. Jim is well known at Cavallino for his driving ability on the track, his fantastic collection of vintage Ferraris he shares with us, and his outgoing nature. Just as Johnny Grant was the unofficial mayor of Hollywood, Jim Fuchs is the goodwill ambassador of Cavallino, the FCA and this hobby in general. Jim is always seen near his cars and interacting with concours guests in a positive way. He related a story about his quest to purchase this particular car at the Cavallino seminar on Friday. Jim saw a photo of the car on a copy of *Prancing Horse* magazine in 1982 and vowed to buy that exact car someday. It took him twenty years or so to purchase that exact car from Ron Spangler, famous Ferrari collector and owner of Prancing Horse Farm in Maryland. The car has never been restored but still looks fantastic despite Jim's frequent track use and its Le Mans history. It finished 6th overall and 3rd in class.

PHOTO CAPTIONS

- A Jim earning a third platinum award with his 1981 512 BBLM. He earned the top honor in 1999 and 2012 also!
- B Jim Fuchs and Robert Schmitter with the jacket.
- C Racing team jacket reunited with the 512 BBLM.

What a neat story so far, but to quote Paul Harvey: "here's the rest of the story." I noticed a man standing near Jim's car whom I later learned was Robert Schmitter, and he was holding a colorful red jacket. It turns out that Robert was a test driver for this exact BBLM at Le Mans for the Prancing Horse Team at the 1982 race. Robert had come from his home in New York in order to give his jacket to Jim. It was a very nice gesture on Robert's part and it was obvious that Jim was touched by the priceless artifact connected to his special car! It pays to be in the right place at the right time in order to witness such generosity and thoughtfulness first hand. You meet the nicest people in the FCA. *SF*

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23RD ANNUAL

Ortega Highway Event

Our first drive of the year brought out our members and their Ferraris

WORDS & PHOTOS Bill Makepeace



It's true that time really flies. This year marks the 23rd time the FCA-SW region has traversed California Highway 74, better known as the Ortega Highway.

This event has had such a long life because of the nature of this stretch of road. It's one of Orange County's most iconic stretches of blacktop, and we enjoy the approximately thirty miles of its winding roads and scenic vistas on our way to Lake Elsinore.

Again this year we met in San Juan Capistrano at the community clubhouse of SW region members Edward and Erin Beyer. This venue provides parking for about fifty cars, has restrooms, and a beautiful grassy area where members could mingle. Quite a few local residents, including children, enjoyed viewing our beautiful autos while we were waiting to leave. Also, there is a traffic signal that enables a safer turn onto Ortega Hwy. The Beyers generously provided coffee and snacks for almost eighty members. A great big thank you is in order to our hosts!


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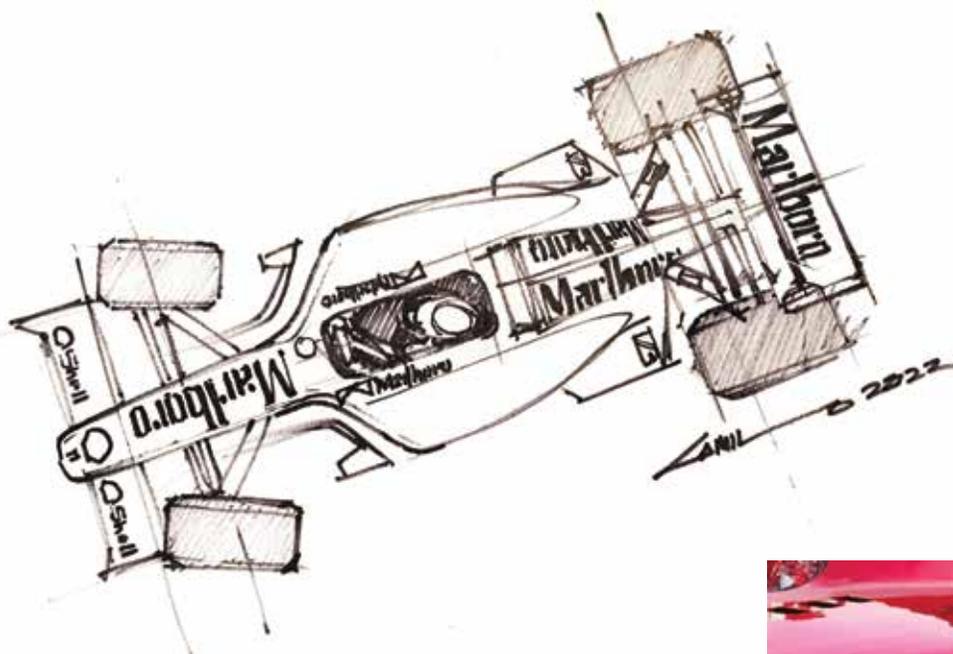
As great as the meeting place was, the real attraction for the FCA's members was surely the drive. After all we drive Ferraris because it's an enjoyable experience especially with friends. After the obligatory Ortega Highway portion of the drive which was really green this year, we stopped in Elsinore to reform our group after the twisty bits of the highway to stretch our legs and visit for a few minutes.

Back on the road, our group drove past Lake Elsinore towards Wilson Creek Winery in Temecula. Naturally, the SW Region never takes the most direct route if there is a more scenic, interesting, or challenging route for our "Prancing Horses." This year we enjoyed varied scenery that ranged from picturesque small towns, lush manicured vineyards, many elevation changes, and perfectly clear skies with unlimited visibility.

After driving about two hours on our seventy mile route we reached our lunch venue, Wilson Creek Winery. This is the second time we have dined at this venue. Several members commented that the quality of the food was very good and there was plenty of it. Wilson Creek's staff were attentive and the weather was just about perfect.

It's been a long-running event because it allows our Orange County members to participate in an event close to home. Having said that, we still get quite a few members from the Los Angeles area despite the long drive. It is probably due to the close friendships that have developed over the years by members. "Come for the cars but stay for the people." See you at the 24th annual event in 2023. *SF*





On a beautiful February evening on the rooftop Pavillion at the Petersen Automotive Museum, many of our members enjoyed a special VIP Ferrari Dinner with guest speaker former F1 Ferrari driver Stefan Johansson.

After dinner, a Q & A session with Stefan was conducted by Petersen Museum Executive Director Terry Karges. Terry asked Stefan many interesting questions about racing, working for Ferrari, and his later career as an artist and world champion race driver manager. Stefan has amazing stories and it's a huge treat for our club members to meet a former Ferrari F1 driver and Le Mans winner.

During the evening, I noticed a guy in the audience wearing a Shelby Cobra shirt and wondered if he came to the Ferrari event thinking it was a Cobra event! After the presentation I saw him meet Stefan and he handed Stefan a piece of paper which Stefan signed. I was naturally curious.

I happened to share the elevator with the Cobra guy, so I introduced myself and learned his amazing story. Camilo Pardo attended an earlier Shelby Cobra event that day and didn't have time to change before going to the Petersen. That explained the Cobra shirt. I asked Camilo what he gave to Stefan. Camilo said he sketched a

Formula 1 car on a piece of paper on his lap and asked Stefan to autograph the drawing. I thought that was bizarre but very impressive, and then I learned who Camilo Pardo was!

After graduating from Detroit's prestigious design school Center for Creative Studies in 1985, Camilo was hired by Ford Design Center in Dearborn, Michigan. His assignments included working in the Dearborn Advanced Studios, Ford of Europe in Torino, Italy and the Design Studios in Cologne, Germany. After 15 years at Ford Motor Company, Camilo took on what was for him the ultimate assignment ... a state-of-the-art redesign of the classic Ford GT40 race car. This project developed the 2002 Ford GT concept car.

After designing the prototype as Chief Designer of the Ford GT and Ford's SVT Studio, Camilo's team worked on the 2005 and 2006 production Ford GT. The GT became an instant success capturing the interest of car enthusiasts around the world. Let me emphasize: **Camilo was Chief Designer of the 2005 Ford GT!**

Having researched further, I can confirm that Camilo is a serious, multi-faceted artist. His creativity is evident in his large, brightly colored oil paintings on canvas. I am most impressed with his Automotive Fine Art including the paintings shown in this article. Camilo's work can be seen on his website: Camilopardo.com.

Speaking with Stefan the next day, he was very impressed that Camilo drew the cool picture sitting in the audience. I later connected Camilo with Stefan for a visit to Stefan's studio so the artists could get better acquainted. This experience is another example of how we meet the most interesting people thanks to our club! And Camilo admitted he is a huge Ferrari fan!
SF

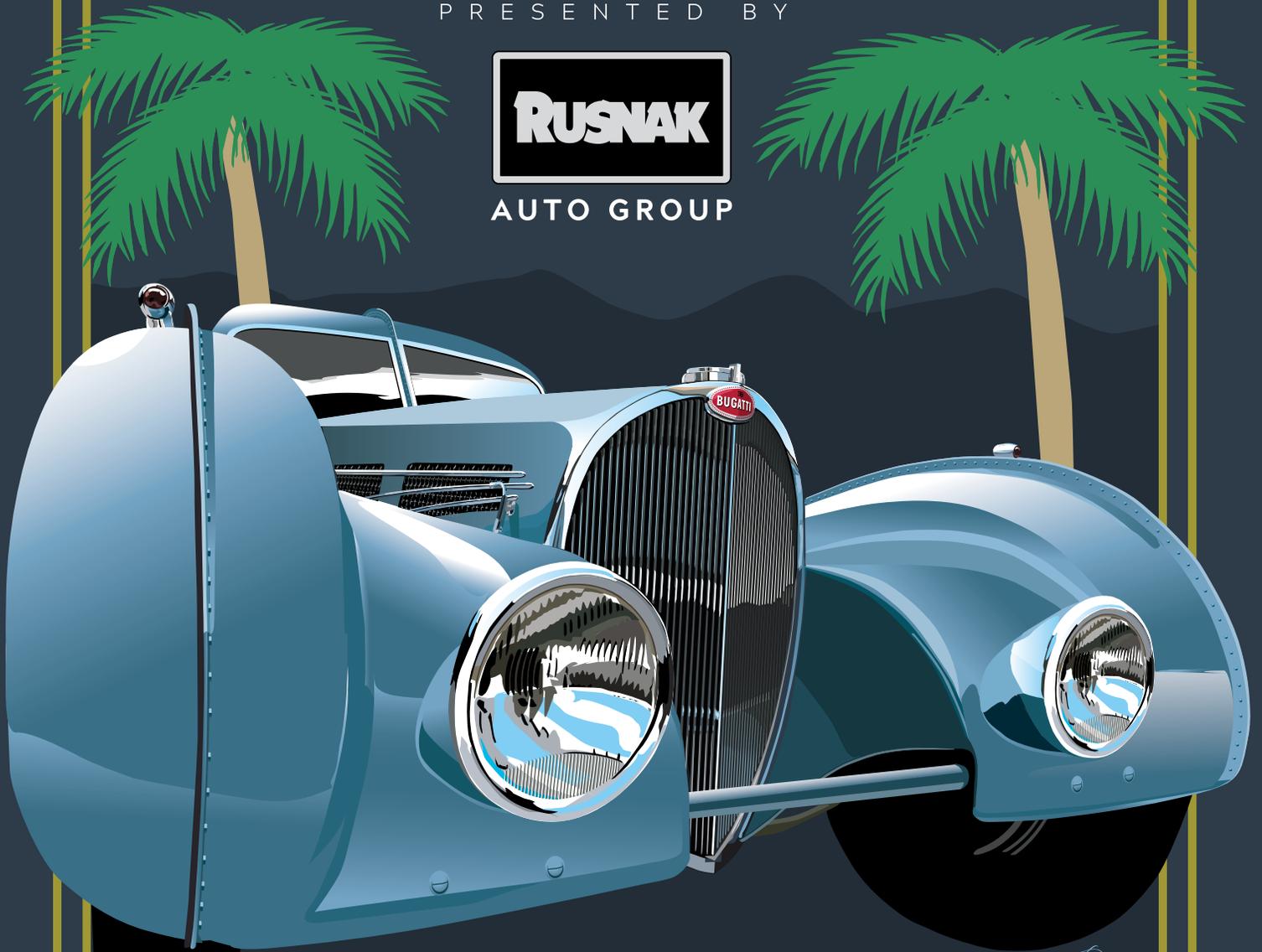
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Ferrari Friday at La Jolla

Many San Diego Chapter members participated in this fun weekend of events

WORDS & PHOTOS Bill Makepeace



The first “Ferrari Friday” was held on April 22nd in La Jolla, California. The streets of the host city were open to traffic, but all the street parking for several blocks was reserved for, you probably guessed it, Ferraris. The event ran from 5 till 9 Friday evening, and the affair was quite lively with food, drink, and music.

Thanks to Ferrari San Diego and Pacific Sotheby’s Realty for hosting what was officially called the “Inaugural La Jolla Concours Ferrari in the Village.” That’s quite a mouthful but basically it was a street party that was open to the public where there were over 60 Ferraris on display in the heart of La Jolla Village’s streets. There were several Enzo era cars on display as well as some of the newest models from Maranello. There was a beautiful metallic red Ferrari 330 GTC, a very nice white 250 GT 2+2 and a few other Ferraris representing the time when Enzo Ferrari was intimately involved in their design and manufacture. In contrast, there were many of Ferrari’s more current models that have performance, refinement, and luxury undreamed of during the Enzo Era. A recent example was the red and yellow Ferrari 812 Competizione parked right in front of Sotheby’s building which was open to Ferrari owners who registered for Friday night’s event.

The entire Village area was alive with people enjoying the unique shopping experience of La Jolla’s many shops, the fine dining venues, and last but not least the FERRARIS. The weather was typical of Southern California’s spring evenings: perfect! Pacific Sotheby’s La Jolla headquarters was transformed into a combination, automobile showroom, disco, bar, and FCA reunion. There was a beautiful blue Ferrari F8 on display, several hosted bars serving unique cocktails, and lively music. Several Ferrari owners couldn’t resist the toe tapping music and enjoyed dancing in the temporary pop up nightclub on Prospect Street.





Despite the beautiful venue, the free flowing libations, tasty snacks, and the music, the real treat was the people! The fellow Ferrari owners we met, many of whom were FCA members, were kind enough to bring their beautiful automobiles to Ferrari Friday and share them with the public. It was nice to catch up with old friends, and it was also a great chance to meet people. Your Southwest Region was well represented as several members drove down to support the inaugural event that by all accounts was a success. In addition to the free Ferrari Friday event our region organized a dinner at a restaurant across the street from Sotheby's party. We enjoyed a delicious meal in a private room with fellow FCA members some of whom were from the San Diego area. It was your SW Region Board's way of reaching out to members in our newest region. The San Diego Chapter has great potential and we have high hopes for growth in both membership and the number of events.

Ferrari Friday is just the first chapter in an automobile themed weekend that ends Sunday with the La Jolla Concours. This invitational show is held at a park right on the Pacific Ocean and they utilize the relatively small size to great advantage, think of a miniature Pebble Beach. The quality of the cars on display was fantastic with many vintage Bugatti automobiles, other classics, Porsches, and of course a Ferrari class. Several FCA-SW members spent the entire three day weekend in La Jolla and enjoyed the shopping, dining, and camaraderie of spending time with fellow club members in a fun setting. One of your fellow FCA-SW members, David Pham, surely enjoyed his weekend! David entered his distinctive Ferrari 308 and despite stiff competition in his class, David earned a "Best in Class" trophy. Congratulations, David. Keep an eye on the calendar for the 2023 edition of the La Jolla Concours. *SF*

PHOTO CAPTIONS

- A** Valerie and Aaron Weiss, San Marino Motor Classic founder. **B & C** David Pham and his beautiful 308 with full luggage kit.
- D** FCA-SW member Stephen Wheeler with his Packard 726 formerly owned by his father.



2022 Lake Arrowhead Tour

We return to the relaxing area surrounded by the San Bernardino National Forest

WORDS & PHOTOS Doug Campbell



O ur 4th edition of the tour on April 23 and 24 was Funnnnnn!!

Twenty six excited Ferrari fans started our event at RMT Motorsports in Yorba Linda, where owner Randy Tippets hosted us at his exotic car service shop with refreshments. Thank you Randy!

Speaking of exotic vehicle people, TOP GUN graduate, Navy Captain (future Admiral?) Scot Winston joined us in his 458. An Officer and a gentleman, thank you for your service!

While on the Rim of the World Highway (CA 18), we were detoured off due to a recent road wash out. Luckily, Ferrari owner, event videographer and local residents, Haig and Linda Barsamian led us through six miles of backroads to arrive at the Lake Arrowhead Resort and Spa. Thank you!

Upon leaving our reserved parking, we walked down to the Arrowhead Village for lunch at Papagayos, shopping, and check in to our lake view rooms.

A presentation by the local historian, a cocktail reception, games, and an excellent dinner completed the day!

Next morning, breakfast at the iconic Belgian Waffle House, then a private boat ride on the lake, with a view of Jay Leno's former house with its 20 car garage, among others, completed our event.

A great time was had by all, hope to see you on the next one! *SF*



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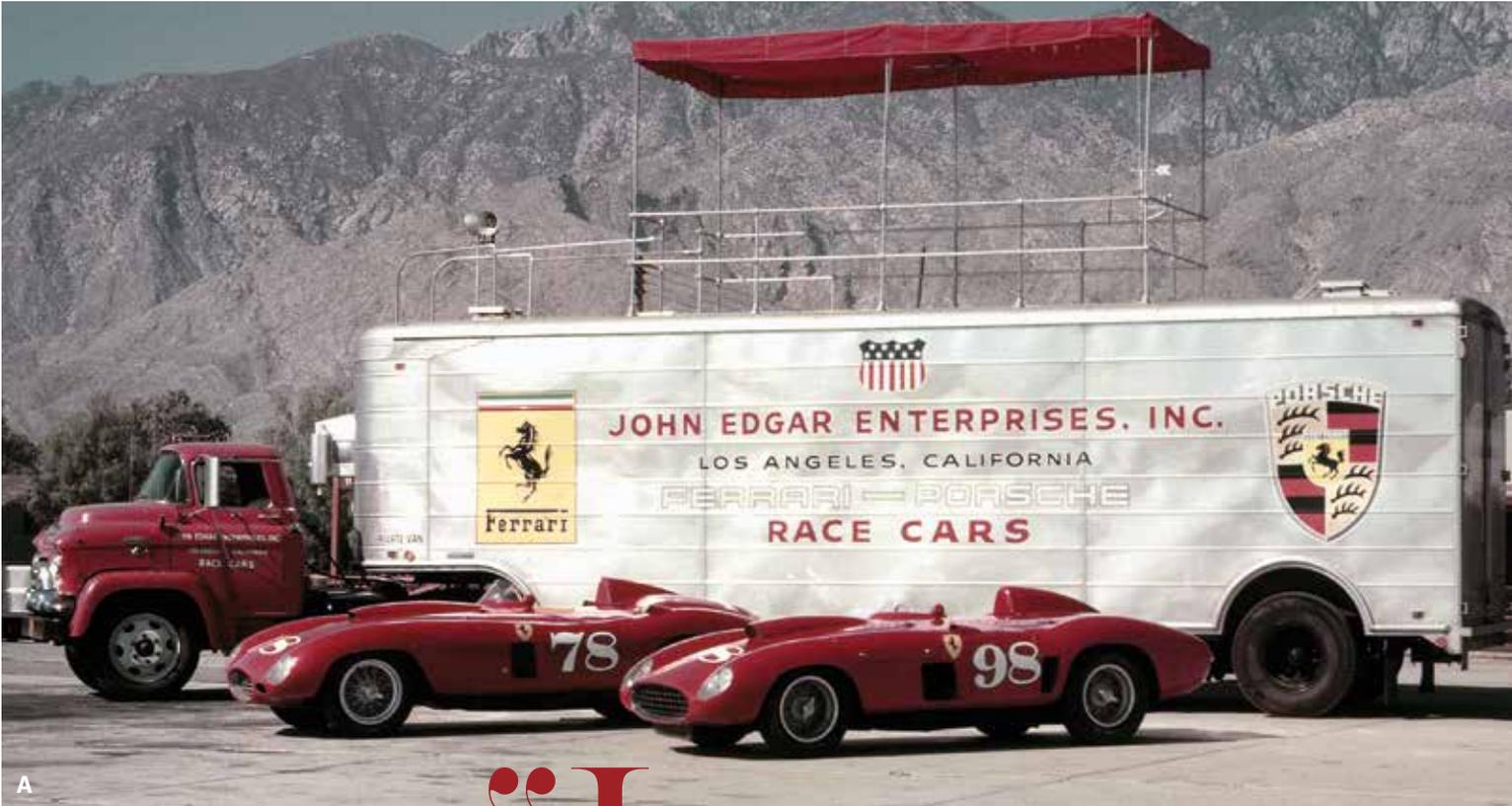
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William Edgar

Quiet Observer

WORDS Jim Hunter | PHOTOS William Edgar



A



B

I

’ve lived a packed life, and exist on what it’s taught me.”

Indeed. Born to John and Jerry Edgar in Troy, Ohio in 1933, automotive & motor sport writer, photographer, former documentary filmmaker William Edgar absorbed his father’s passion for life, photography, cars, racing, and anchored by a deep appreciation for literature inspired by his mother, ran at life, full throttle.

“My father John Edgar was a star salesman for the Hobart Manufacturing Company. Hobart’s primary products were KitchenAid, and heavy-duty appliances for commercial kitchens. He got a job in Hobart’s Los Angeles sales office in 1935, so we moved to Toluca Lake near Warner Brothers studios.”

The early years of William’s life were spent in California before his father took the family back to Ohio for Hobart in 1938.

“My grandfather Edgar was one of the four founders of Hobart. When he died in 1941, while vacationing in Florida, my father received an inheritance that afforded him a different life without working as a salesman, and we got out of Ohio in 1943 and moved back to southern California, this time to Beverly Hills.”

Who might have possibly surmised at that time what the next two decades would bring . . . a Southern California legacy that would leave his father, as William describes, an “accidental pioneer” in Ferrari sports car racing in America.



“John Edgar had a love for photography since the '20s, so he rented a little studio in Hollywood where he did portraits and wedding pictures, and he went to the Art Center School.

“My father also loved cars. We had originally moved to California in a Pierce Arrow and I loved the Cord 812 he bought for my mother before we returned to Ohio. I loved to ride in it, sit in the front seat, and look at the metal tooling on the dashboard. I got a child's kick out of people who would gawk at the car.

“In 1944 my father closed the studio in Hollywood and opened ‘John Edgar Modern Photography’ on the Sunset Strip, across the alley from the old Trocadero nightclub. He did pinups for the GI's, and ordinary portraits. It was all large format camera, 8x10, lights, a huge darkroom, everything. I was eleven but I knew what was going on and I used to sneak a look at the pictures and the scantily clothed women. [laughs]

“My adolescence was mainly about cars and photography. I loved to draw from as early as I can remember. I first wanted to be an architect. I drew cities and designed modernistic houses and buildings and roadways. I also had a great interest in automobiles.

PHOTO CAPTIONS

A John Edgar Enterprises transporter and Ferraris (410 Sport; 375 Plus) Palm Springs Airport, 1956. **B** 1936 in Troy, Ohio, Will's first car on Grandmother Edgar's front steps. **C** Will's 15th birthday present from his father John Edgar, a new 319cc Mustang, 1948. **D** Will (right) and brother Jack with their mother at Harvard Military School, 1945. **E** 1948 in Hollywood, Will on the John Edgar Lightning the day before Vincent HRD went to Bonneville. **F** John Edgar in his Gullwing Mercedes 300SL, 1955. **G** John Edgar with his 4x5 Speed Graphic camera, Santa Barbara Road Races, 1954.



H

William Edgar

“I spent a lot of time in the photo darkroom with my father, helping him with chemicals, developing, drying and printing. I didn’t get too involved with the printing, but I loved the fact that I could help him and hang negatives for him once they’d been in the soup, and that was a good bonding.”

“In 1945, my older brother Jackie and I started Harvard School, a boy’s military school in North Hollywood where we lived on campus. He wasn’t at all into cars like I was. His interests were classical music and math. I was a really poor student, spending most of my time drawing cars in study hall and talking about cars.”

But William and his father were also into motorcycles.

“From a young age, John Edgar was enamored with motorcycles and speed. He rode a Henderson-4 in college. He hit a pig on a country road in Ohio and went flying over the handlebars and landed on the palms of his bare hands. Years later, he bought a 500cc Triumph Tiger from Johnson Motors in Pasadena. Ed Eskenderian, only 27 years old then, built up the engine.”

“When I was 14, my father came into my room one morning and said, ‘It’s time to learn to ride a motorcycle!’ That floored me because it was something none of my friends’ fathers would ever say to them. I learned on the Triumph in a parking lot behind his studio.”

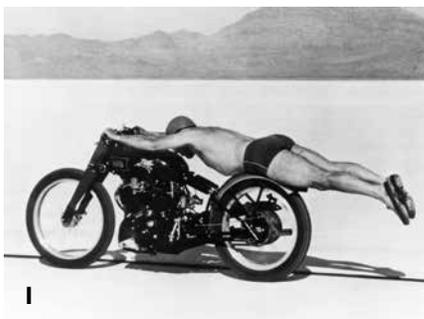
“I used to ride the Tiger to school after I stopped being a boarder. My father gave me the bike, even though it wasn’t mine in title. It had 4-inch megaphone pipes on it, and I taught myself how to speed-shift by using the kill button, no clutch. I really was a nut for motorcycling. I loved the speed it gave me. It made me feel like I was Superman. Sitting on this thing, I could make it go anywhere I wanted, as fast as I dared go. I mean, I was a terror.”

“The kids at Harvard were mostly from wealthy families and they had their own cars when they were like sophomores in high school, really neat hot rods and customs. But I was the only kid at Harvard who rode a motorcycle and I rode the hell out of it.”

“My father also had an Ariel Square Four that I’d sometimes steal out of the garage and ride off down twisting Sunset Blvd., to the ocean and onto Pacific Coast Highway, and I’d feel like I was king of the road.”

“Talking with people at Johnson Motors like Ed Kretz, and other hot riders at the time, my father got it in his head to have a land speed record motorcycle. So, he contacted Philip Vincent and Phil Irvine in England and had them build him the first 1,000cc Vincent Black Lightning. Rollie Free, stretched out flat, wearing only bathing trunks and tennies, rode it for my father at Bonneville to set a new American Class C motorcycle record of 150.313 miles an hour.”

“Simultaneous with ordering the Lightning, my father bought an MGTC and had it supercharged with a vane-type Arnott blower. We hauled it to El Mirage Dry Lake in the Mojave Desert in October, 1948. I watched him run the MG through the speed trap at 93 mph, kind of phenomenal for an MG at that time.”



I



J

PHOTO CAPTIONS

H The John Edgar Enterprises caravan hauling his Ferrari 375 Plus to Mexico’s Carrera Panamericana race, 1954. **I** Rollie Free’s speed record run at Bonneville on the John Edgar Black Lightning, 1948. **J** Will reunited with John Edgar Black Lightning Vincent at 80mph in Texas, 2002.

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K

William Edgar

“John Edgar, who was 46 by then, had the fastest time in the MG’s class that day, beating Phil Hill in a similar but un-blown MGTC. Phil, only 21 years old, didn’t have a racer’s name for himself yet. He was just another kid out there in Levi’s and t-shirt with an urge to see how fast he could go in an MG.

“I was very interested and involved in what my father was doing, and that also put me in a special place among peers at school, because they all wanted fast cars and motorcycles like my father had and theirs didn’t.”

But there were also other very strong influences on young William. Growing up on the Sunset Strip, he and his family lived in the Garden of Allah Hotel on Sunset Blvd., once the estate of silent film star Alla Nazimova.

“A number of high profile celebrities were living at ‘The Garden.’ We were in Villa 12. Upstairs was the actor Jay C. Flippen. Next door was playwright Edwin Justus Mayer, and across the walkway was Humphrey Bogart and Lauren Bacall. Down the walkway from us was Jascha Heifetz. We could hear him practice his violin for hours.

“The hotel had a bar famous for who dropped in. Actor Ronald Reagan was a regular customer, so was poet Dorothy Parker, and several other people in the movie business who suited my parents just fine because they were all fond of alcohol and the company that goes with it. That Garden of Allah life was kind of a social influence on me.

“Our family car was a 1938 Bugatti Type 57 that Roger Barlow had found on a Connecticut farm. Chickens were roosting in it and totally ruined the upholstery, but the car was still in running condition. Roger put a set of tires on it and drove it to Los Angeles and sold it to my father.

“This Bugatti was famous in its own right because it had been displayed in the French Pavilion at the 1939-40 New York World’s Fair as an Atalante Coupé and, after the Fair, converted to a cabriolet body before it became our Edgar family driver. I learned how to drive in it. I had learned to ride a motorcycle on a British Triumph and then how to drive a car in a French Bugatti!

“My mother loved driving the Bug, and she was also an avid reader. She made me aware of literature and introduced me to the work of many writers I admire today, William Saroyan, Ernest Hemingway, Evelyn Waugh, Somerset Maugham, to name only a few.”

Approaching 1950, John Edgar was well in pursuit of a passion for sportscar racing that was, as William describes, “a needed and sharper focus to his life.”



L



M

PHOTO CAPTIONS

K John Edgar’s Ferraris (Carroll Shelby 410 Sport; Jack McAfee 375 Plus) and Beauty Queens at Palm Springs Biltmore, 1956.

L 1948, John Edgar in his supercharged MGTC, El Mirage Dry Lake, Mojave Desert, California.

M John Edgar at wheel of the Edgar family Bugatti in which Will learned to drive a car, Palm Springs Races, 1951.

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PHOTO CAPTIONS
N Palm Springs Airport races paddock, November 1956.
O 1954, USAF Airman William Edgar, reading one of 200 books from the base library, Chinhae, South Korea.
P USAF Airman Will with a 6x6 truck, South Korea, 1954.

William Edgar



“Soon after the motorcycle speed record at Bonneville, my father got Bill Pollack to drive the MGTC in its first road race. Pollack was studying to be a lawyer. He was a great raconteur combined with an ability to drive a race car, an unusually interesting driver. He drove the first few races in the MGTC for my father, and then Jack McAfee came onto the scene.

“Jack was also closely associated with Ernie McAfee, no relation. Ernie had a shop in North Hollywood where Jack worked off and on, in addition to his own shop. He’d helped Ernie develop the highly successful John Edgar owned MGTC, which ran the race number 88 and became known as ‘88,’ ‘MG 88.’ Jack learned a lot from Ernie, who was a wonderful mechanic, engineer, and great innovator when it came to race cars. I spent a lot of time with Ernie in the race shop. I was fascinated by it all.

“My father was very restrictive about the MG and, before it was race prepared, if I did take it out, it had to be when he wasn’t looking. I got the true feel of a sporty car with that MG. I would pick up my girlfriend, and we’d fly around in this little red MG. It very much paralleled the freedom I had on a motorcycle. I didn’t know that was possible in a car. But I still didn’t have any desire to be a racing driver.”

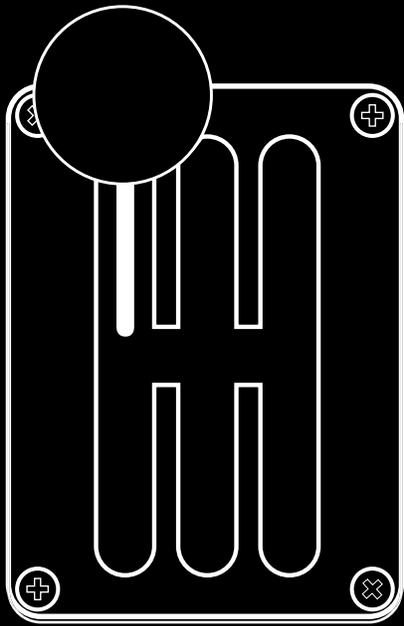
By now March, 1951 arrived, bringing John Edgar’s first experience of having his MG being badly beaten in Palm Springs by a Ferrari, the first to compete on the West Coast, Jim Kimberly’s 166 Barchetta, driven to victory by Kimberly’s mechanic Marshall Lewis. That single result set things on a new, unknown course. It would not be long before John Edgar acquired his first Ferrari, a Touring-bodied 275/340 America. A car he labeled, “one hot cookie.”

“While in the Air Force, and based in California, I went to as many races that our cars were entered in and that I could manage to do with weekend passes. I went to most of the races on the West Coast and that’s where most of the races were so I was fortunate in that regard.”

However, William’s 4-year Air Force tour, two years after he enlisted, placed him in South Korea April, 1954 to April, 1955.

“I missed out on a lot of significant sports car racing at home during that time, but my father was good at keeping me updated. I was stationed in the motor vehicle squadron at K-10 air base in Chinhae, and I would get these long, detailed, type-written letters from him. I would read them to my buddies in the motor pool, and they would sit there with their jaws dropped, listening in awe to all this stuff about Ferraris and Maseratis and all of the racing that was going on Stateside.





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William Edgar

"The main thing I got from my year in Korea was that I read 200 books from the Quonset hut base library. I read books by all manner of authors, from the classics, to Marcel Proust, to Thomas Wolfe, and again, Saroyan. The other thing Korea gave me was the opportunity to shoot a lot of still pictures. I bought a Retina II 35mm Kodak at the PX and took pictures of everything, all Kodachrome slides, and still have those of the Korean countryside, and the people."

And so upon returning from Korea, William was setting his own course.

"I got into USC with the G.I. Bill and for my freshman year was on a grade-average 'B' probation to prove myself. I did badly in high school because I never wanted to study. I preferred drawing cars and riding motorcycles. But USC was a new road. I made it through that first year with an A-average, so in the second year I was into my cinema major and I loved it. I was in film heaven.

"I really saw film as a career path and it was. I never got less than an A in any of my cinema classes and when it came time to graduate, I was offered a Directors Guild of America scholarship to stay on and make a post-graduate film. I saw in that a lethargy that I just didn't want to sign-on to. I wanted to get out and do it. I didn't want to piss around making a 20-minute student film, and taking a year for it. I wanted to make films that I could do just as fast as I could, and continue my learning that way.

"I went to all the movie studios that summer after graduation and no one wanted to hire me because I was looked upon as a 'smartass film school brat,' out to upset the precious old guard. So I pursued the documentary film route.

"I knew Bruce Kessler, the hot young driver who'd won the Ferrari race in Nassau with my father's 410 Sport. Kessler wanted to know how I was doing with the film pursuit and I said, 'Bruce, I can't get arrested. Nobody wants me.'

"He told me to call his friend Jack Haley Jr. at David L. Wolper Productions, and that he'd set it up so Jack would know who I was and take my call.

"I called Haley every day for a month before I got an interview. He was heading a television series called 'Biography' that Mike Wallace was narrating and Haley hired me to do a research paper, just to get rid of me.

"I turned in this incredibly long paper, 80 pages, on the Wright Brothers. I researched everything that was ever written about the Wright Brothers, and so he hired me to write a couple more research papers. I did one on Charles de Gaulle, and another on Helen Keller. That's when I was advanced from research writer to film producer and I did the 'Biography' film about Helen Keller's life. I did seven of those about famous people and at the same time I became Director of Research for Wolper and got involved with a lot of the other films that senior producers were doing on any number of historic figures, using archival footage and old newsreels.

"I worked at Wolper for about ten years. Historical documentaries by then became old hat for me, and I needed to get out and do live-action films. Andy Sidaris, a friend of mine, was a top director at ABC Sports, and he let me come in and cut some of the "Wide World of Sports" shows he was doing. I was on a Moviola night and day, editing sports footage. It was literally around-the-clock, totally insane work."

PHOTO CAPTIONS

P Steve McQueen and Will during filming McQueen at OMS in 1971. **Q** Will (white cap) and his film crew, with Steve McQueen in McLaren Can-Am camera car, OMS 1971. **R** "The Racing Scene" star James Garner (right) with Will, director Andy Sidaris (2nd from left), The guy on the far left is the film's producer, Barry Scholer. He and I are the only two in the shot still alive, Our DP, Earl Rath, took the picture and film crew, 1968. **S** Jim Kimberly's Ferrari 166 Barchetta was Will's first professional photo, made with a Kodak Reflex Brownie, Palm Springs 1951. **T** Will wrote about longtime friend Phil Hill at Petersen Museum tribute to Hill and Le Mans, 2004. **U** John Edgar's Ferrari 410 Sport at Palm Springs with winning driver Carroll Shelby and mechanic Joe Landaker, November 1956. **V** 1952, Will with his father John Edgar, Torrey Pines sports car races, California.

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William Edgar



PHOTO CAPTIONS

W Will wrote about this Tazio Nuvolari 1935 German GP winning Alfa Romeo P3, 2007.

X Will wrote about this Ferrari 312PB at Sonoma Raceway, 2019. **Y** Will while doing a vintage race photo shoot in 2020.

Z Will at work today with computers and beloved 53-year old Olivetti Lettera typewriter.

William ultimately focused on his documentary films for 30 years, and many of them are motorsport themed.

“My Peter Revson, ‘Days of Glory’ article in Vintage Motorsport magazine was drawn from a film I made about Peter, and Denny Hulme, racing in Can-Am at Road Atlanta in 1971. It was a half hour film for CBS, one of a series of 6 specials I did called ‘Once Upon A Wheel’, the spin-off from an hour special I wrote for Paul Newman. I made others about Bobby Allison and Bobby Isaac, Prudhomme and McEwen, and Posey and Hobbs. I had the greatest time doing those. For a span of 30 years I was associated, either as a writer, producer, director, or all three, in 300 films. A favorite was writing ‘The Racing Scene’ documentary for James Garner.”

But the never-ending battle, often struggling to make two 10 ft. ends meet across a 25 ft. span . . . while dealing with all of the uncertainties that life brings . . . as any filmmaker will tell you . . . took its toll.

“It kind of wore me out trying to put crews together, especially at the last minute when schedules would change. I finally said, ‘I’m not doing this anymore, I’m going to do print journalism where I’m responsible for myself and that’s it. I’ll also shoot my own stills unless there are already existing photographs, and I’ll just do it that way.’ And that’s what I’ve been doing since the early 1990s.

“On the other hand, I’ve never lost my love for films.”

Since then, William has made quite a name for himself as a frequent contributor to *CAVALLINO*, *FORZA*, *SPORTSCAR DIGEST*, and a number of other automotive and motorsport magazines and books. His four-part series “John Edgar In Period,” published in *CAVALLINO* issues 235-238, is not to be missed. William’s passion for literature is reflected in his writing. His character driven articles on significant racers read as epic, larger than life adventures, and reveal a true appreciation for the impact of story telling.

He also curates and manages the William Edgar Archive of motorsport images from 1948 into the 1970s.

“My father had one of the early Rolleiflex cameras followed by a Speed Graphic, and a Leica, and when he went to the races, he usually had those with him. He had done well, business-wise, through his farmlands and stock market successes, to the point where he eventually backed the construction of Riverside Raceway in 1957.

“My father became a good friend of Lester Nehamkin, a very active race photographer. Lester shot for us when my father couldn’t, being occupied with his drivers, the cars, and running a team. He would then buy those photographs from Lester on the spot.

“With no special purpose or plan, John Edgar began amassing the pictures that he, Lester, and Lester’s associate Ken Parker took, along with photos I began to take, that would years later, decades later, become the William Edgar Archive. We even shot 16mm color movies at the races, and have hours of that preserved in the archive.

“My archive evolved to be recognized by motorsport authors and publishers, and I was getting requests to supply pictures of cars and drivers for magazines, books, and promotional materials. What people find unique with my collection is that it concentrates almost entirely on 1950s sports car racing in America. The online gateway to it is my ‘william-edgar-archive.com’ website now available for all to visit.”

What a time and place in history that was. Emerging from the challenges of the Great Depression and WWII, the skies must have been the only limit. But to consider a commercial appliance salesman from Ohio would one day be remembered along with names such as Jim Kimberly, John von Neumann, Tony Parravano, fielding race cars driven by Pete Lovely, Jack McAfee, Richie Ginther, Carroll Shelby, and Phil Hill; what on earth? Life is truly stranger than fiction. And William was right there.

And memories? Sadly, we can but barely scratch the surface here.

“Jack McAfee was a big guy, nicknamed ‘The Bear’. He filled the driver’s space of whatever racing car he climbed into, be it the MG, Porsches, or the three Ferraris he alternately drove for my father’s team. His performance was consistently measured and in sync with whatever the car was capable of doing in a race because, at his core, Jack was an excellent race mechanic, just as Phil Hill was.

“All he could think about was how to make a car go faster and not break. It was the tinkerer’s passion. Jack was super on feedback, and always ready to grab tools and go to work under the hood of what he was driving. When it came to our own Ferrari 340 America, prone to stutter with only six cylinders firing, Jack made all 12 of the Lampredi’s 4.1 run without flaw. In 1953, he famously drove the Edgar 340 from his shop in Los Angeles to Palm Springs, won the Main there with it, then drove it back to L.A.

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Our Anniversary Book

Ferrari Club of America Southwest Region



1962
2022



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FCA SW Annual Meets

2002 FCA LA Annual Meet in Century City
2012 FCA International Meet in Palm Springs

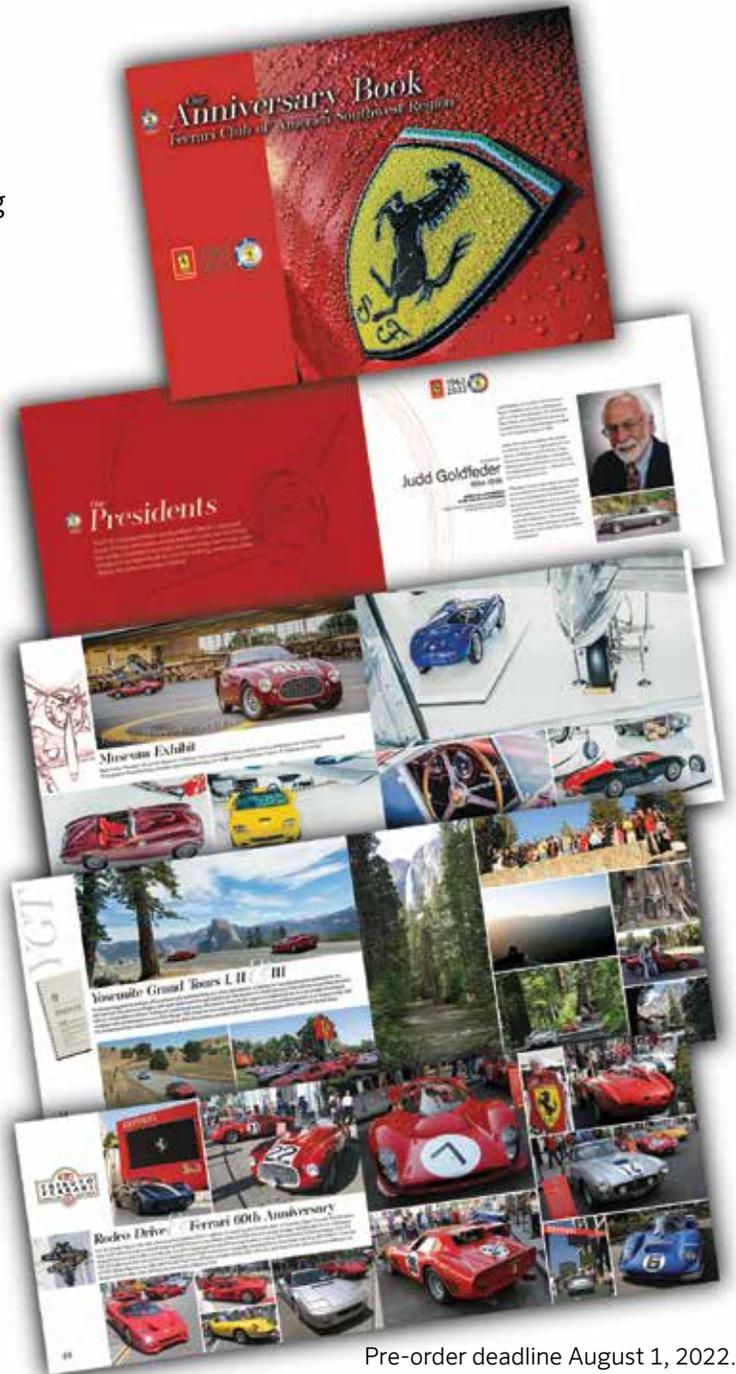
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William Edgar



PHOTO CAPTIONS

1 Carroll Shelby poses at Palm Springs where he won with John Edgar's Ferrari 410 Sport, November 1956.

2 Carroll Shelby, after his Palm Springs win in John Edgar's Ferrari 410 Sport, with 2nd place Phil Hill and actress Susan Cummings, 1956.

3 1957, Palm Springs Races. Will with first-wife Patricia, his mother Geraldine, and Carroll Shelby in a John Edgar-entered Maserati 300S.

"Jack also raced our 857 Sport, the repaired ex-works Ferrari that Gendebien had crashed during practice at Dundrod in 1955, but was never totally happy with that 3.5 Monza, not like he was with the 340 Barchetta. Then, of course, he narrowly escaped with his life when our 4.9-liter ex-factory 1954 Le Mans winning 375 Plus' differential seized in that year's Carrera Panamericana and sent it off the road, instantly killing Jack's navigator Ford Robinson.

"In that tragedy's wake, after months of depression and alcohol, my father brought three Porsche 550 Spyders into his team for Jack and Pete Lovely and Ruth Levy to drive. Jack was thrilled with the smaller, more nimble Porsches, winning its SCCA class championship in the 550 that my father bought from the factory at Sebring immediately after its class win there.

"Carroll Shelby conveyed a sense of living championship for me, augmented by our good buddy talk and ease of presence between us. He was like a brother, or uncle, I'm not sure which; only ten years separated us.

"Away from the steering wheel, at the dinner table or bar with drinks, he was family, affecting wisdom about racing and not racing, but he was forever a racer at heart. I always called him Shel, or Shelby, never Carroll. He called my father Pap and my mother Mamoo. She adored him for his combined machismo and grace. He loved her, and loved her chili con carne, and we always thought it inspired him to make his own chili recipe and market it.

"For my father, Shel was like a vaudeville act partner doing their stuff together on stage, the results well-celebrated, and cost be damned. John Edgar bought the best and fastest Ferrari and Maserati of the day for Shelby to drive, and Shel drove the piss out of them on his way to winning. Sometimes now, when I'm dressed to go out, my wife will laugh and say, 'With those suspenders you have your best Carroll Shelby look! I can talk and sound just like him, too.'

John Edgar became not only a very important figure in sports car racing in the United States, but in Ferrari's sports car racing history. His son may have had the best seat in the house, but did not just tag along. A quiet observer, and carrying forward a good bit of his father's evident gumption, William made his passions his life and livelihood.

"My parents were wonderful, bright people. My life has turned out the way it has through a combination of my father's love of photography and cars, and my mother's love of literature. I melded those more or less inherited traits together to make who I am."

And our lives are richer for it. *SF*



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NHRA Museum & Lunch

We visit the home of where hot rodding began and is preserved

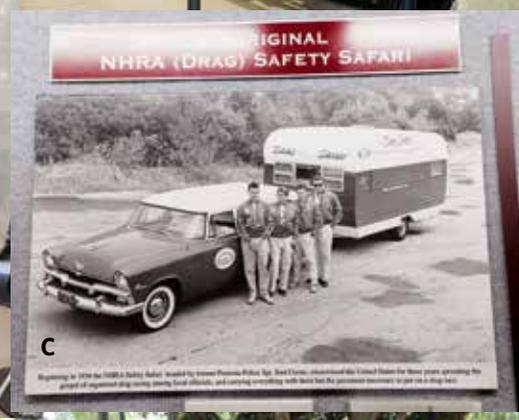
WORDS Bill Makepeace & Bruce Leeds | PHOTOS Bill Makepeace



The National Hot Rod Association (NHRA) was the dream of founder Wally Parks. His idea was to provide a safe way for car enthusiasts to compete in sanctioned drag racing events. He traveled the country with the "Safety Safari" to promote safety in a potentially deadly hobby. The original "Safety Safari" station wagon and travel trailer, now restored in as-new condition, are on prominent display. The L. A. County fairgrounds in Pomona hosts the NHRA Winternationals drag race each year and is also the site of the NHRA Museum.

FCA members met at the original "Speedee" McDonald's at the corner of Florence Ave. and Lakewood Blvd. in Downey. It's the oldest existing McDonald's restaurant and dates from 1953. After meeting up with fellow members and enjoying coffee and breakfast, we took a circuitous route through beautiful neighborhoods, tree lined streets, rural areas and some twisty roads. We arrived at the L. A. County Fairplex in Pomona where the NHRA Museum is located after a ninety minute drive avoiding the boring freeways.

The NHRA Museum is a treasure trove of drag race and hot rod history. It features dragsters from the earliest days, which were not much more than a chassis and drivetrain with a seat and steering wheel. The display of



dragsters continues through the twin-engine and nitro-powered front engine machines, to the latest rear engine rail jobs. There are also funny cars from the earliest to the latest. These are all the real cars – not reproductions. The museum also features hot rods from all eras and several streamlined Bonneville salt flat cars. There are also dirt track racers and even cars from the 1950s Carrera Panamericana Mexican road race. If one likes fast, historic, and well preserved historic race cars, there are plenty of them for one to enjoy in the NHRA Museum. In addition to the automobiles on display, there are countless other interesting artifacts including scale models, historic jackets and crash helmets, and too many other items to list. The museum is truly a treasure trove of automotive racing history and a Southern California gem.

In addition to all the great artifacts, the museum visit was enhanced by our docent, Kevin Hernandez, who not only guided us through the museum but provided lots of details and trivia about the race cars – which made the tour even more interesting. Kevin kept the members entertained for over an hour and answered any questions they had. If you think your “Prancing Horse” needs a lot of maintenance or repairs compare it to a nitro burning, supercharged dragster. Would you believe they need an engine rebuild after four to five seconds of running! Another amazing fact Kevin shared with us was the initial acceleration once the lights on the “Christmas Tree” at the starting line turn green. When the rear wheels have reached the starting line, about 20 feet, the dragster has already reached 120 MPH! There were too many great stories and interesting facts related to the group to mention here, but suffice to say everyone had a good time and learned lots about the museum’s collection.

After the tour we left our Prancing Horses in place and walked a couple of hundred yards to the McKinley Grille located at the hotel next door for an alfresco lunch. We enjoyed fantastic Spring weather on the restaurant’s patio, good meal choices, plentiful food, and best of all the companionship of fellow FCA members. It was by all accounts a successful event because of the friendship, and camaraderie of our Southwest Region members. Just in case you missed all the fun at this year’s event, stay tuned for the next time the FCA visits the museum in 2023. *SF*

PHOTO CAPTIONS

- A** Our docent Kevin Hernandez. **B** A replica of the first “rail job” The Bug from 1950 which went over 113 MPH in the 1/4 mile.
- C** The Safety Safari team and equipment.
- D** The Wally is the 18” tall trophy awarded to winners of an NHRA national event, named after NHRA founder Wally Parks.



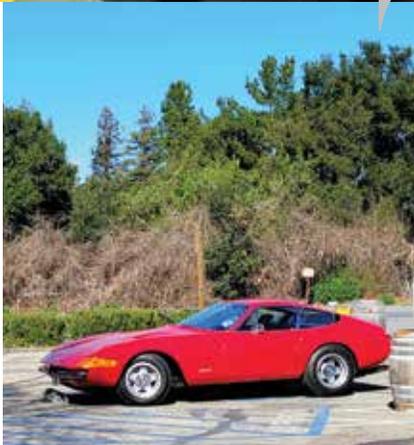
D



Central Coast Drive from Montecito to Buellton

Our drive provided beautiful scenery at every turn

WORDS & PHOTOS Sam Burg



The Central Coast Chapter celebrated Valentine's weekend with a sweetheart of a drive. It was a perfect 85 degree day as we gathered in the Starbucks parking lot in Montecito. We had 17 cars show up for the drive into the hills overlooking Santa Barbara. Vicky Burg provided home-made chocolate-chip cookies, while permission slips were signed.

The start was screwed up when I missed the 3rd turn of our route. Thank you to Eric Marston and his beautiful SF90 for taking over the lead and getting us back on track. While the views of the Channel Islands were spectacular, some vintage cars were just as beautiful. While the SF90 was the newest Ferrari, the 275 GTB driven by Tim Couch was the oldest. The 70s were represented by two incredible Daytona coupes. After an hour of winding along Gibraltar and El Camino Cielo Roads we turned right on Hwy. 154 and headed down San Marcos Pass towards Santa Ynez Valley. A quick left on Stagecoach Rd. took us past Cold Spring Tavern (the original stagecoach stop built in 1860). A few more miles and a couple of dozen curves later, we turned back onto Hwy. 154 and drove pass Los Olivos and turned left on Foxen Canyon Road to Ballard Canyon Road, avoiding all the bicyclists out enjoying the record February heat wave.

Less than 2 hours after we started, we arrived for lunch at Hitching Post 2 in Buellton. They reserved parking and lunch for 36 people at their winery next door. The weather was perfect for an outdoor lunch overlooking an ostrich farm. While all the Ferraris were beautiful and the roads curvy, it was the people in those cars that made this drive special. We would all have a great time together, no matter what we were driving. *SF*

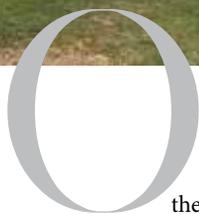


COACHELLA VALLEY CHAPTER

Coachella Valley Season Closing Lunch

We get together one more time before our summer break

WORDS & PHOTOS Francis G Mandarano



On Thursday, April 14, the Coachella Valley Chapter held its seasonal closing lunch.

It was a grand turn out with many happy faces enjoying the wonderful sunshine gathered around a long table poolside at the home of Frank & Janet Mandarano.

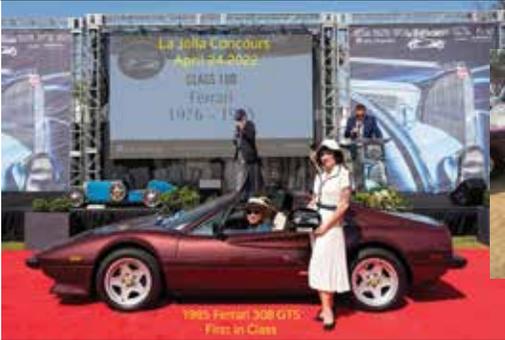
The lunch was mostly potluck with everyone bringing something. A catered lasagna and green salad was served buffet style and a good time was had by all. Many Ferraris could be seen parked on the street. Our chapter got a big boost in membership and enthusiasm this year due in no small part to our weekly Thursday lunches. Next season we plan to add more members and put on more events. Our season opener will be sometime in mid to late November.

When you're in the valley, don't forget to join us for lunch! *SF*



From our Members

What our members have been up to recently



David Pham won First in Class at the La Jolla Concours. Congratulations on your award in your beautiful 308 GTS! More details on this well received event on page 22.

Michael Martin

This is a picture of me and my passenger in my 2015 458 Italia at Streets of Willow. Streets is a tough track for a big, high-horsepower car and it was made even tougher by my original, 5-year old Michelin Pilot Super Sport tires.

Despite the less-than-ideal conditions, it was still a ton of fun to take my car out to the track and make Enzo proud!



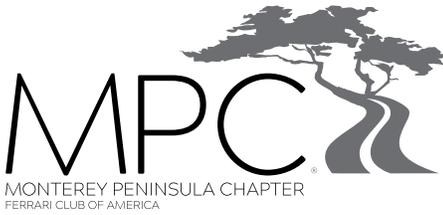
Stoogefest

May brought a resumption of the annual Stoogefest at member Vince Vassallo's house in Rolling Hills Estates, the first since 2019 and COVID. The Stooges are a group of local 348 and 355 owners (which has since expanded to include other models) who come together to help, share and develop knowledge and skills for those who want to work on their own cars. Meeting annually since 2012, the event features attendees from as far as the Bay Area, San Diego and Palm Springs. Fried turkey is always served - this year it was 4 birds - plus whatever shows up at the potluck lunch."



Malibu Stampede

The 3rd annual FCA-SW Malibu Stampede on March 13, 2022 was a great success with close to 50 cars on the drive. The weather was perfect, the traffic was light and the hills and canyons were spectacular. The drive ended with a nice lunch at Adobe Cantina in Agoura Hills. Thanks to Scott Barry, Chad Woods and Shawn Dutton for serving as group leaders.



Roads to Hollister Drive for the CHP 11-99 Foundation

A drive on our favorite roads to support CHP families

WORDS Tex Otto | PHOTOS Steve Souza, Tex Otto



A gorgeous Saturday morning started our now tradition of a springtime drive on some of our favorite back roads to Hollister. We had almost every vintage of V8 series on our drive from Rich & Debbie's 328 to Tom & Deena's brand new F8 Spider. Several of our friends from the Bay Area came down the night before and made a romantic weekend out of the occasion, while others appreciate the many driving incentives our busy little club provides to keep their Ferraris off battery tenders.

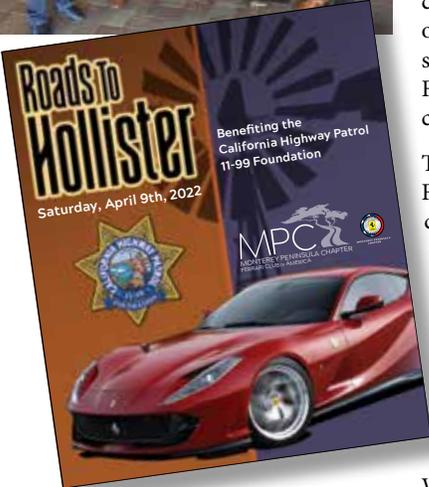
We departed Monterey en masse towards the farmlands of produce and vineyards around King City, then circled around The Pinnacles National Park on the serene path up to Hollister. Recent showers provided a bit of green on the rolling hillsides where scattered livestock grazed. Dozens of weathered barns dotted the landscape as we passed by in a blur. The undulating road was a joy to experience in a well tuned car such as our Ferraris, with straight sections to hear the chorus of the exhaust echo off the areas of stone walls. Radio communication alerted the drivers that our photographer Steve Souza in place ahead to record our adventure.

This was the second year our MPC Roads to Hollister drive supported the California Highway Patrol 11-99 Foundation, which provides emergency benefits to CHP employees and their families, and scholarships to their children. About a third of the attendees are already 11-99 members as indicated by the several license plate frames proudly mounted on the Ferraris in attendance.

Our lunch destination was Wizard's Cafe, located within the impressive Corbin's facility, a manufacturer of high quality motorcycle seating and accessories. We were welcomed by owner Mike Corbin, also an 11-99 member, to their showroom for a delicious private buffet lunch. After lunch, a brief talk detailed the benefits of 11-99 membership as well as the many programs in place to aid CHP officers and families in their time of need. Rich and his wife Debbie, a retired CHP officer, decorated the room with many CHP models, banners, and even a CHP vehicle door that was shot at while on patrol.

We greatly appreciate the support of our MPC Roads to Hollister by our members and friends. If you visit Monterey, we'd enjoy meeting you! View our calendar of events and mailing list sign up at fcamonterey.org!

SF





WELCOME NEW MEMBERS!

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



- Soojin Kim** Torrance
- Pasha Missaghi** Ladera Ranch
- Elgin Chalayan** San Juan Capistrano
- Mel Stein** Calabasas
- Colleen Sheehan** Costa Mesa

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