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Hello FCA Southwest Region Members,

The FCA Southwest Region was founded by a group of individuals who enjoy Ferrari automobiles and desired to offer an outlet for like minded enthusiasts to get together, trade parts, share stories and develop events that all of us could enjoy together. That each of us appreciates the cars in different and multiple ways makes what was once a simple task of mailing out a letter informing members of a dinner at someone's home, to an organization that acts as an automotive activity concierge. It is quite fortunate that our board and other active members also share a wide range of interests with cars and in life in general, each of whom enjoy organizing events in which others will want to indulge.

In October 2012, your Southwest Region will host the FCA International Meet in Palm Springs, which is comparable to coordinating every type of event we typically offer into five consecutive days. After a welcoming reception, we'll have a world-class concours followed by three days of driving via track, rally and touring events. Plus we'll have several social activities to coordinate for an incredible week of Ferraris and the to live for lifestyle.

Palm Springs was selected for its availability of first class accommodations, world-wide name recognition, access to track facilities which is a major component of an Annual Meet, and a full range of amenities for people who enjoy the finer aspects of life.

Now comes the sales pitch. To make our 2012 event a resounding success, we need the help of numerous people who would enjoy assisting in facilitating the event. We have a strong cadre of experienced and dedicated people who have already worked an incredible amount of hours to develop the basic structure of the event. Namely, Marv Landon, Wally Clark and Marshall Buck as the event chairperson, concours and track respectively, are preparing for a magnificent event that is planned to surpass in all aspects our successful 2002 Annual Meet in Century City.

So if you like concours, track, driving, cultural or social types of events, and would enjoy being part of something very rewarding, I invite you to contact one of us on the 2012 event committee to be part of the excitement. There are several aspects of the our Annual Meet and surrounding activities that will be truly memorable and rewarding to both your heart and spirit. Please see page 28 for committee details and information.

Near term, we have a full range of events ready for your participation: Kenny's Mystery Ride, Cars & Cockpits at the Lyon Air Museum, our Annual Election Picnic featuring Boxers and Testarossas, Mark's popular Sideways numero 4, Concorso Ferrari in Pasadena on Colorado Boulevard, and a drive on the wild side at the Petty Driving Experience. Several additional events are being finalized as we go to print with this *Sempre Ferrari* which will be announced via email, so please look for those in the upcoming weeks.

I look forward to seeing you at our club's upcoming events, or at a board meeting at the Petersen where all members are invited to participate in the guiding of your club.

Tex K. Otto
Regional Director / President
Ferrari Club of America, Southwest Region



SOUTHWEST
REGION

April-June 2011

President's Message

Events for every interest

Palm Springs in 2012

We welcome your
participation!

Upcoming events

- Kenny's Mystery Ride
- Cars & Cockpits
- Annual Election Picnic
- Sideways 4
- Concorso Ferrari in Pasadena
- Petty Driving Experience



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



Founded 1994

Officers, Directors & Chairpersons

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

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



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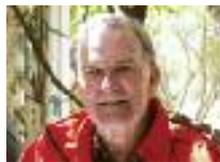
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 Concorso Ferrari, Dana Point Concours



WEBMASTER
Jeff Littrell
 365 GTC/4
 310) 951-6002



4-6 2011

Events Calendar

FCA SW events in bold

2011 April

- 9 - Saturday **Southwest Region Board Meeting** - Petersen Automotive Museum. 9 am.
- 23 - Saturday **Kenny's Mystery Ride** - 200 miles of pure driving fun. New roads, new questions, new answers. Beautiful mountain passes, fantastic views and a delicious lunch. Optional routes to return home. Departure from Sherman Oaks, CA. Info: Kenny Lombino - 310) 339-8657, lombino@sbcglobal.net. **Event info on page 30.**

May

- 1 - Sunday **Cars & Cockpits at Lyon Air Museum** - John Wayne Airport, Santa Ana, CA. 9 am-12 noon. Special parking for the first 50 vintage Ferraris registered. Museum has on exhibit some of the world's rarest operational aircraft and vehicles. Info: Wally Clark - clarkinc@pacbell.net. **Event info on page 30.**
- 14 - Saturday **Southwest Region Board Meeting** - Petersen Automotive Museum. 9 am.
- 22 - Sunday **Concorso Ferrari** - Pasadena - We invite your participation in our tradition of FERRARIS ON COLORADO where three blocks of the famed Colorado Boulevard in Old Pasadena will host Concorso Ferrari. 140 of the finest vintage and contemporary Ferraris will be on display, with more than 10,000 people enjoying this unique car show that is open to the public. Exotic car vendors and displays. Info: Karen Kennedy - 818) 971-3300 ext 2311, marv@fdsi.com. **Event info on page 34-35.**

June

- 11 - Saturday **Southwest Region Board Meeting** - Petersen Automotive Museum. 9 am.
- 4-5 - Wknd **Sideways 4** - Once again, the first weekend in June will bring our caravan of Ferraris and viticulture enthusiasts to the Santa Ynez valley for another Sideways Tour. New itinerary and route for two days filled with gourmet and scenic delights. Plan to spend Saturday night and attend our traditional "wine and dine" at the Los Olivos Cafe' which has been considered by many to be the highlight of the tour. Reserve your hotel asap. Info: Mark Process - 818) 906-2678, dszner35mm@juno.com. **Event info on page 33.**

July

- 9 - Saturday **Southwest Region Board Meeting** - Petersen Automotive Museum. 9 am.
- 24 - Sunday **FCA SW Annual Election Picnic** - Palos Verdes South Coast Botanic Gardens. Honoring Flat Twelves, Boxers, Testarossas, 512TRs. All Ferraris welcome for display in the beautiful garden setting. Italian picnic luncheon and announcement of the new club officers. 3D Ferrari portraits. Info: Tex Otto - 213) 439-0111, tex@synchronis.com. **Event info on page 32.**

August

- 13 - Saturday **Southwest Region Board Meeting** - Petersen Automotive Museum. 9 am.
- 18-21 **Monterey Week** - Full week of automotive overload. One of the highlights will be the 50th Anniversary of the Ferrari 250 GTO at the Pebble Beach Concours d'Elegance.

September

- 10 - Saturday **Southwest Region Board Meeting** - Petersen Automotive Museum. 9 am.
- 25 - Sunday **Garage Tour of Rick Principe and Mike Malamut** - View Rick's beautiful garage and Mike's museum of American, European Japanese and Micro/Mini cars. **Details to be announced.**

October

- 8 - Saturday **Southwest Region Board Meeting** - Petersen Automotive Museum. 9 am.

November

- 5 - Saturday **Richard Petty Driving Experience** - Auto Club-California Speedway, Fontana. Get behind the wheel of a 600 horsepower NASCAR racecar for an exciting experience. Hear the open exhaust of the race tuned 358 cu. in. engine as it fill the cockpit with V8 power, while the 5 point harness and racing seat holds you through the wide banked turns around the two mile track at speeds up to 160 mph. 10 participants needed for group. Info: Tex Otto - 213) 439-0111, tex@synchronis.com. **Event info on page 32.**
- 12 - Saturday **Southwest Region Board Meeting** - Petersen Automotive Museum. 9 am



MONTHLY FCA SW REGION **Board Meetings**

Held the second Saturday of each month at 9 am at the Petersen Automotive Museum, 6060 Wilshire Blvd. (at Fairfax) Los Angeles, CA, unless otherwise specified. **All members welcome!**

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



The 2011 FCA Annual Meet

June 8-12, 2011

Register Now for this year's exciting Annual Meeting to be held in Savannah, GA, a city full of southern hospitality and host to America's first Grand Prix, the 2.0 mile Grand Prize of America track on Hutchinson Island. The meet honors the Challenge cars, drivers and teams as its themes. The legacy (348/355) and contemporary (360/430) cars will compete in a wheel-to-wheel race to commemorate the series.

Register at: <http://www.fca2011.org/>

FCA 2011 International Meet

Savannah, Georgia, 8-12 June

fca2011.org

Wed-Fri track days, Sat Concours, Sun rally & brunch

Friday - Historic Ferrari Challenge Race



BEST IN SHOW

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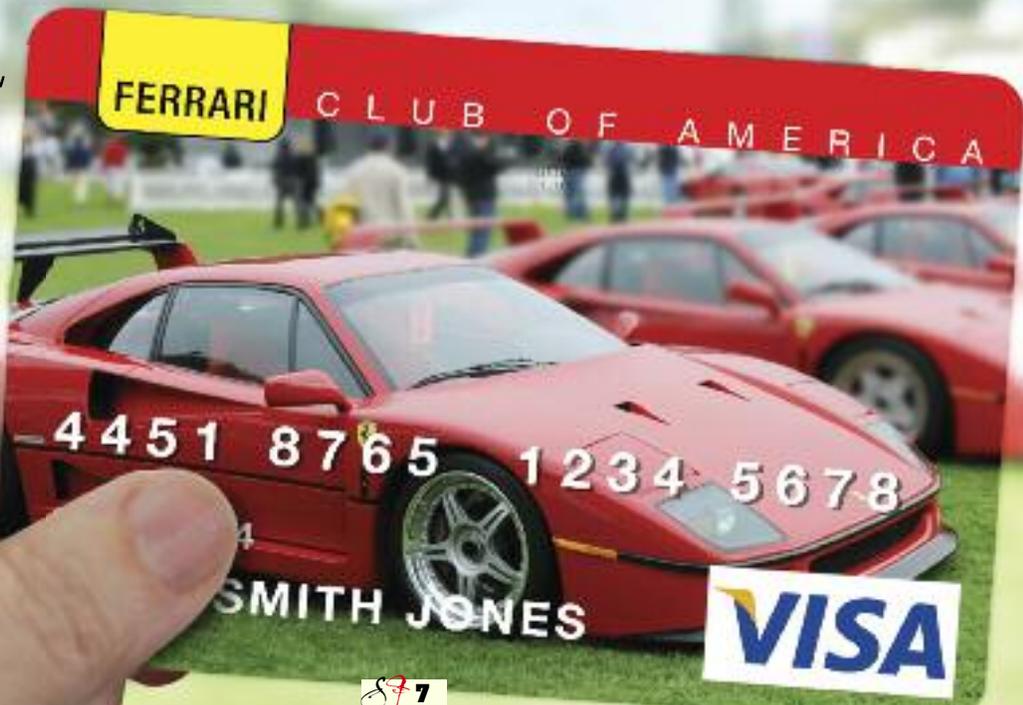
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SOUTHWEST
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All members welcome!

In Your Area Coordinators

Meet Ferrari friends
for informal gatherings
at designated locations
throughout the month.

EVERY SUNDAY EACH MONTH - PALOS VERDES



SOUTH BAY
Don West
310) 378-2954

Join FCA club raconteur Don West any Sunday morning at the St. Honore Café (the umbrellas) for an informal coffee and lunch. Meet and mingle with fellow South Bay members. Arrive at 12 noon at 2201 Palos Verdes Drive West, Lunada Bay, Palos Verdes.

FIRST SUNDAY EACH MONTH - MISSION VIEJO



ORANGE/RIVERSIDE COUNTIES
Tom Brockmiller
949) 716-2395
ferrariracer@cox.net
Jack Curtis 949) 494-2536
Bill Inglis 949) 481-5954

Arroyo Trabuco Golf Club. 26772 Avery Parkway, Mission Viejo, CA 92692. (Off 5 at Avery Pkwy, East to end of road. Ample designated Ferrari parking.) Arrive at 9 am for coffee and Ferrari friendship. Stay until 10 am for a great Champagne buffet brunch. Special FCA club only price \$22 per person, plus gratuity. It's a beautiful location and easy to find.

FIRST SUNDAY EACH MONTH - SANTA PAULA AIRPORT



VENTURA COUNTY
Guy Browning
805) 654-0693
805) 340-4225 Cell
browningltd@gmail.com

We will gather on the first Sunday of each month at the Santa Paula Airport when they have their open hanger day. Arrive between 10:30 am to 11:00 and congregate at Will Kalbermatter's hanger in front of his T-6 airplane.

THE FIRST SATURDAY DRIVE - BEL AIR



WEST LOS ANGELES
Kenny Lombino
310) 339-8657
lombino@sbcglobal.net

Starting point at The Glen Center at 2948 Beverly Glen Circle, one block south of Mulholland Drive in Bel Air. The Center features a market for snacks/refreshments and a full service deli that opens at 7 am for breakfast. Tour departs at 9:30 am with a longer drive and new routes exploring the San Gabriel mountains. Traditional no host lunch stop, returning after 3 pm. Event open to FCA members only. The drive maintains a strictly enforced no "tag-along" policy and will be limited to "Ferrari only" vehicle participation. We encourage all drivers to adhere to our club's event participation driving regulations published on our club's website.

LAST SUNDAY EACH MONTH - WOODLAND HILLS



SAN FERNANDO VALLEY
Mark Process
In Your Area Chairperson
818) 906-2678
dszner35mm@juno.com

EuroSunday's location sponsored by the Auto Gallery is the Westfield Promenade at 6100 Topanga Canyon Blvd in Woodland Hills. The event opens at 7:30 am and closes at 10:30, coffee and snacks are available at the Corner Bakery. Info; contact Mark Process 818) 906-2678, email: dszner35mm@juno.com.

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Zagato Berlinetta

250 GT LWB Berlinetta, #0515 GT

Article By Ed Niles Feature Photos By Jerry Wyszatycki

It

was 1959. I had just started my career at the L.A. City Attorney's office when I had an opportunity to travel to Europe for a month. All of my friends (both of them!) told me I should consider buying a used car and shipping it home, as there was money to be made. As I was an old hot-rodder and recent convert to foreign cars, I had already owned a few MG's and other assorted sports cars, so I decided to look for a 300SL or some such high-end car.



Vladimiro Galluzzi in s/n 0515 GT at the start of the Giro di Calabria, where he finished third overall and first in class.

On the very last day of my trip, in Rome, I found what I had been searching for: a 1953 Ferrari 250 Europa (S/N 0331EU), a luxurious long wheel-base boulevard cruiser. When I brought it home I enjoyed it for a few months, and then put it on the market to see if my friends had been correct. I sold it to the first looker, for a profit of almost \$1,000, a princely sum indeed in 1959.

I contacted my dear Roman friend, Roberto Goldoni, with the good news, and we then agreed that he would find more Ferraris for resale in the U.S., and we would share the profits. Soon, we had bought and sold a 250GT Europa (S/N 0389GT) and a 250GT Boano (S/N 0605GT). Like the first car, they were relatively civilized Ferraris; very smooth and pleasant to drive.

Then, in 1960, 0515GT arrived. To say it was not like the others would be putting it politely. The first three had enjoyed full insulation and gorgeous styling by Pininfarina. This latest arrival had little of the amenities, and was striking because of its unusual, almost bizarre, styling. The plastic side windows were scratched beyond use and the multi-disc clutch was difficult to operate. It had received a cheap white re-paint, and I could see the outline of a racing number roundel on the rear trunk, which was completely filled with spare tire and fuel tank.



Featured Ferrari

Concorso Ferrari's featured Ferrari is this very rare 1956 Ferrari 250 GT LWB Berlinetta, s/n 0515 GT from the famed design house of Carrozzeria Zagato.

This sensational Zagato-built Ferrari was commissioned by regular Ferrari patron Vladimiro Galluzzi of Milan, Italy, and was built in a little over two months in 1956. Constructed on a V12-powered 250 GT long wheel base Berlinetta Ferrari, the car was turned into a piece of rolling sculpture with its spectacular double-bubble roof, a well-known trademark of Zagato.

Through the years, the car traded hands with some of Europe and North America's leading collectors, including Los Angeles Ferrari collector Ed Niles, who bought and sold the car five times between the mid-'60s and mid-'80s as told in the accompanying article.

This Zagato took home multiple awards with its first owner at prestigious events, including the Cortina d'Ampezzo and Campione d'Italia. Through the years, the Ferrari also placed first in many races, such as the 1957 Garesio-San Bernardo Hillclimb and the 1958 Molino-Cocconato Hillclimb. In 1996, the Ferrari was the feature car for the Pebble Beach Concours d'Elegance poster and program which honored Zagato coachwork. 0515 GT now resides in the Southern California collection of David Sydorick.

Sydorick entered the Ferrari in the Palm Beach Cavallino Classic XII at The Breakers in 2003. There, it won a Platinum Award in Class 12 for Limited/Speciale cars and also won the impressive Coppa per Dodici Cilindri for the Most Outstanding 12-Cylinder Ferrari. That same year, Sydorick returned the Ferrari to Italy and entered the vehicle into the Villa d'Este Concours d'Elegance, where it won the notable Corrado Millanta Press Award. Sydorick then drove the Ferrari to a successful finish in the historic Mille Miglia. At the Cavallino Classic XX in January 2011, 0515 GT was awarded the La Coppa Per Dodici Cilindri for the event's Outstanding 12-Cylinder Ferrari and the Best in Class Ferrari Competition honors.

"This Ferrari is a timeless example of Zagato's beautiful work," notes event chairperson Marv Landon. "We're honored to have this special car from David's wonderful collection of Zagato vehicles. This Ferrari will take your breath away the minute you lay eyes on it."

The above photo shows Ugo Zagato with Mr. Sydorick at the Zagato studio. In the lower photo, 0515 GT is shown on display at Pebble Beach 2010 as one of concour's past program featured cars.

Despite it's apparent short-comings, I came to enjoy this latest "baby", as it had a rather short rear end ratio, and was very lively. Once I got the hang of the "in or out" clutch, I began to realize how much faster the Zagato was than the earlier cars. At this time, I had opened my own office and was building a home in the Hollywood hills, so every day I would take a drive up to the construction site, dropping into first gear as I went through a five-way intersection. The neighbors always knew I was coming!

The time came to sell. The buyer was a young school teacher, Shirley Geringer, who pronounced that she was buying it as surprise for her boy-friend, Cary McQuoid. Doesn't that make you wonder?

A few years went by, and I received a call from someone who said, "I have this car that I understand you used to own, and I want to sell it." So began an odyssey that defies credulity. But it's true, true, all true!

The "call from a stranger" scenario kept repeating itself. The call was never from the person to whom I had last sold 0515GT; just some stranger. And I use the word "stranger" correctly; some of them were pretty strange! One who comes to mind was the chap who had parked the Ferrari behind a gas station (I guess he didn't have a garage) and asked me to meet him in the seedy bar next to the gas station so we could transact our business. It was around 10:00 AM, but he had to have a couple of shots before we could talk!

This story repeated itself 5 times. I started referring to the Ferrari as my "homing pigeon." Along the way, I had to paint it at least once, and the car lost its bumpers somewhere. But it was as lively as ever. Although it suffered cosmetically, it hadn't really been driven that much by any of the multiple owners, and I came to appreciate the driving pleasures more and more. I felt like a boy-racer whenever I got in it!

Finally, in the mid-seventies, I sold it to Bud Pessin, a car dealer and enthusiast from Missouri. Bud proposed that we become partners; he would be the owner and I would (finally) restore the car properly. This sounded okay with me, although I had never gone through a complete restoration, and had no idea what I was getting into!

Continued page 12





A white 0515 GT competes at one of the numerous Italian races.

I rescued the original engine, which had become separated from the car, and enlisted my old pal Steve Tillack to do most of the work. In the seventies, Ferraris were finally getting to be appreciated with the prices were going up instead of down for the older models. This fact saved me from financial disaster, as the restoration required a complete disassembly. Steve built a "barbeque spit" so we could work on the undercarriage. He scraped until he found the original paint colors under the (by now) many layers of paint. We prevailed on Bill DeCarr to rebuild the inner door structures, replace some panels, and paint it back to its original color scheme. I was lucky enough to find some original upholstery material. And so it went, until we had a car that was worthy of the Hans Tanner Trophy at Pebble Beach!

In the seventies, these cars were just starting their meteoric rise in price. I was so proud that Bud and I sold 0515 GT for \$180,000. Little did I know that this price would eventually represent only 1/20th of its value!

We can all be grateful that this car's custodian is David Sydorick, who maintains a small but elite collection of Zagato-bodied sports cars, each of which represents the best of its type.

DS





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Kart Challenge

Finale & Championship

Our day started

Article By Peter Carniglia Photos By GKW Staff

out wet, yes, the Art of Racing In The Rain – on a slick track with slick tires – hey no laughing! Really – and we had a blast. For a fat old guy like me the rain was an equalizer – all those fast lightweights could not get an advantage as we slid, splashed and threw rooster tails on our way around the course. So for the first session or two I could hold my own.

But inevitably the track dried out and Diane raced to the front (she just flew by me like I was standing still!) along with Jon Johnson, Tex Otto and Gary Kranz Jr. Monte had a terrific day too as the track dried, the cars warmed up and the real hot-shots moved up the ranking. The challenging multi-level figure eight layout was awesome with banked turns, a tunnel and a couple of long straights let the karts go wide open. Everyone said their forearms felt the workout.

At the end of the day, it was Gary Kranz, Jr. who beat all of us for the top spot on the event podium. For this year's FCA Southwest Kart Challenge Series, our fearless leader Tex had first overall. Afterwards a celebratory pizza feast allowed everyone to tell their tales of the event with anticipation of our next kart event.

In the future, we might do an invitational and get out on the Kart Circuit with the Karts that are one more step up from these tight course, slick track but relatively slow speed karts. Probably go up to four-strokes at one or more of the local tracks. We all agreed as our experience grows and the our FCA Division gains traction that we can take it to the next step – Can you see it now? Some horsepower for this old guy . . . maybe I'll have a comeback yet! You can bet there will be opportunities for everyone to come out and have a blast! 



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August 19th, 2011 · Laguna Seca Golf Ranch · Monterey, CA

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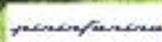
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Art Center

Car Classic 2010

Our annual

Article By Peter Kudrave Photos By Marshall Buck Ph.D

FCA Southwest Region Corral took a very different turn this year. Instead of having convenience to park our cars within a safe, prominent area via our traditional corral, we were invited to arrange a very special “show-within-a-show.” In addition to Art Center’s own very carefully selected classic, exotic and latest cars, boats, motorcycles, bicycles and planes, FCA members were invited to show a unique collection of memorable and supercar models in a prominently displayed group of their own. Rare and contemporary models included: 250 Cabriolet, 275 GTB, 250 GT Zagato, BBi 512 Boxer, 365 GTS Daytona, 246 Dino, F40, Enzo, Scuderia and a F430 Spider.



Each year the annual event draws notable Art Center alumni holding positions at studios and manufacturers such as Ferrari, Maserati, Pininfarina, BMW, Ford, General Motors, Aston Martin, Audi, and this year McLaren. In fact, Frank Stephenson of the '86 graduating class was the event keynote speaker as McLaren’s design director, unveiling his newly designed MP4-12C. The sleek car with a high RPM / torque purpose-designed engine is built on a carbon fiber monocoque, serving as a lightweight, rigid and F1-strong chassis.



Well deserved awards went to Peter McCoy’s 1956 Ferrari PF Cab; David Sydorick’s 1956 Ferrari 250 GT Zagato; Pike Peak racer Jeff Zwart’s 1966 Porche Carrera; Aaron Weiss’ 1931 Marmon V16 Phaeton; Gary & Diane Cerveny’s 1948 Timbs Special Roadster and, Robert Hofer’s 1954 Alfa Romeo Zagato. Others notably featured included a pair of new and vintage Mercedes gullwings, a 1936 Bugatti Type 57SC as well as large variety of custom and hot rod cars.

Pasadena Art Center Design is a great school of automotive design, influencing and shaping transportation of our future. And, it’s right in our own back yard. Thanks to all FCA members who agreed to display their very special cars under this year’s cloudy and damp weather sky, yet highly successful Ninth Annual Car Classic at Art Center.





Photo captions opposite page:
599 GTO among the presentation of Ferraris at the Art Center Car Classic.
1936 Bugatti Type 57SC Atlantic. 1960 Bowden Industrie Spacelander.

Photo captions this page:
Row of hot rods and customs. McLaren MP4-12 rolling chassis.
Tom Shaughnessy's Tour de France. ICON Light Sport Aircraft.

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Aquiring Your Next Dream Car

Why leasing can be the smart choice for your next automobile.

When FCA SW members begin looking for their next Ferrari, many have looked at leasing to finance their next prancing horse. As most collectors have been successful in business, they are always looking for the smartest way to keep their assets working for them.

We recently spoke with Steven Posner, CEO of Putnam Leasing, and asked him some of the most frequent questions regarding future dream car ownership.

For information or lease quote, contact:
Putnam Leasing
www.PutnamLeasing.com
Headquarters 203.961.8200
info@PutnamLeasing.com
West Coast Region 310.922.1921
Twyla@PutnamLeasing.com

FCA-SW: *What does a lease offer that other financing doesn't?*

SP: First, in most instances no down payment is required, which lets you keep your money working for you in other ways while you enjoy driving a collectable car. Second, in many states, you don't pay the sales tax in one lump sum: sales tax is paid incrementally with your payments. In other words, you pay only the amount of sales tax that applies to each specific payment. Third, lease payments are typically lower than finance payments. Finally, since the leasing company owns the car during the lease, it isn't a liability on your balance sheet.

FCA-SW: *How does a lease company establish a car's value?*

SP: There are a host of resources available in the collector car community, from price guides to the auction reports and market overviews. In addition to those, at Putnam we draw on over 110 years of combined staff experience with luxury cars, vintage sports cars, collector cars and exotic cars. We're active in the highline and exotic auction community. We have access to a nationwide network of experts who can evaluate a car before purchase to determine its condition and market value.

FCA-SW: *What's the difference between a closed-end and an open-end lease?*

SP: New car dealers typically offer closed-end leases. You drive the car for a predetermined period of time, usually two or three years. At the end of the lease, you can return the car to the dealer and walk away, or you can buy the car for the purchase price specified in the lease. The dealer utilizes the manufacturer's incentives, which drive monthly payments down, however the option price often exceeds the car's actual value by such a large amount that most people choose to walk away.

With an open-end lease, monthly payments can be higher than those for a closed-end lease but the option price is much lower since it's based on the car's actual worth. Plus, you have multiple options at lease end.

Putnam writes open-end leases. Before you sign your lease, we agree on a residual value for your car at lease end. That residual price is aligned with the anticipated wholesale value of the car at the end of the lease term. Our expertise is being able to accurately predict that value. Unlike a closed-end lease, when your lease with Putnam ends, you can buy the car at the predetermined, mutually agreed-upon price: sell the car, then pay the option price and realize any profit; or finance the residual price with a new lease.

FCA-SW: *How quickly can a lease be arranged?*

SP: Depending upon how you come to us, almost immediately. If you will be attending an auction, we encourage getting pre-approved beforehand. We do that with no obligation. We've written leases within the same day. However, a typical turnaround is one or two business days.

FCA-SW: *What should you look for when signing a lease?*

- SP:**
1. Check that the mileage stipulation allows enough mileage for you.
 2. Make sure that you can terminate the lease early and any penalties for doing so are spelled out.
 3. Confirm that gap insurance is included so you're protected if the car is stolen and not recovered or totaled in an accident. Gap insurance covers the difference between the lease payoff and the insurance settlement.
 4. Check that the residual price is realistic.
 5. Confirm that you can switch cars mid-lease.

FCA-SW: *How does one switch vehicles?*

SP: At Putnam we refer to this as substitution of collateral. You simply sell or trade the initial car as though you owned it. You select another car of equal or greater value, pay the difference and continue with your lease.

FCA-SW: *Can they get out of a car before the lease ends?*

SP: At Putnam, yes. We add the balance of the scheduled payments to the residual price. After subtracting the discount we receive for prepaying the loan, you're responsible for the remaining amount. You can make that payment and take title to the car. Or, you can trade the car to a dealer and let the dealer pay the leasing company, allowing you to break even or even make a profit. You can also sell the car privately.

FCA-SW: *What happens at the end of the lease?*

SP: You have four choices. First, you can pay the option price and we'll send you the title. Second, you can trade the car in to a dealer and have the dealer pay the option price and get the title to the car. Any amount the dealer pays you above the option price is your profit. Third, you can sell the car privately. Your buyer pays the option price, gets the title directly and pays the sales tax. Any overage is your profit. Fourth, you can refinance the option price and start a new lease.

FCA-SW: *What if the lessor pays more than the price guide listings for a car?*

SP: If you pay "market-plus" for a car, then a down payment may be necessary to supplement the lease. However, we encourage you to talk with us before purchasing a car that may bring more than commonly accepted "market" values. Concours wins, racing history and so forth all go into determining the value of a car.

FCA-SW: *Do you have any additional advice?*

SP: Obviously, there are a number of leasing and financing companies looking for your business. We tell potential customers to look for a leasing company that specializes in their car category, whether it's luxury, vintage sports, collector or exotic cars or specifically Ferraris. Make sure they will do what they say they can do. Read the fine print. Look for any hidden costs and find out what they are. Don't be seduced by a low monthly lease payment-a deal that's too good to be true usually is. Look for a fair deal, from people who know what they're doing. 

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Mullin & Murphy

Collection Tours & BBQ

Mogen's

Article By Diane Peterson Photos By Les Nakashima

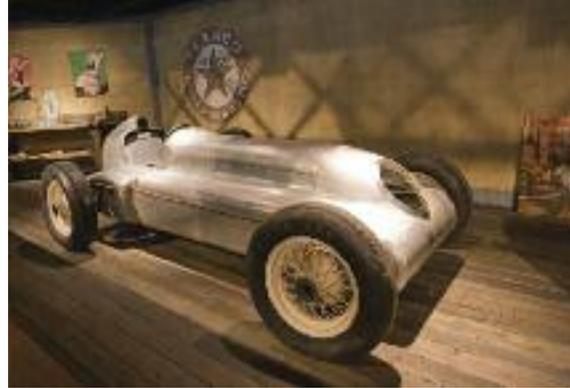
Café in Pacific Palisades was the gathering place for our journey to Oxnard and the two unique museums. The threat of rain conceded to a blue nearly cloudless sky. The Ferraris were out and ready to gallop. Our caravan of about 20 cars glided up the coastline enjoying the crashing waves on the serene beach. We arrived at the fabulous Mullin Automotive Museum in about one hour. Some other club members decided to meet us there. We were 55 eager folks ready to learn all about the collection.

Our first stop was a comfortable movie viewing lounge where we learned a lot about the museum and the era which was about to unfold. Andrew Reilly, the chief curator, was our guide through this amazing collection of some of the finest historic French automobiles in the world. There was also furniture and decorative art from this intriguing era. The names of the French art deco cars were such as the Bugatti, Voisin, Hispano-Suiza, Delahaye, Delage and many more.

Andrew was so knowledgeable about these fine automobiles. He talked about these cars with almost human characteristics. When he explained the history of my favorite car, the wine-red 1939 Delahaye Type 165 Cabriolet, he said the car once suffered the indecency of being driven in a plow field! Wow! Hoods were opened to expose gleaming engines and doors swung open to reveal leather interiors of ostrich, lambskin and buffalo hide. Andrew told great stories of drivers and races, coach builders and famous owners of these rare vehicles.

Peter Mullin is the owner of this fine collection of more than 100 French automobiles, furniture, ceramics, glass, sculpture, painting and photography from this art deco movement. There was so much to see you could easily spend the entire day there. But it soon became noon and time for us to drive over to the Murphy Museum only a few blocks away.





We were greeted at the door of the Murphy Collection by Dr. Dan Murphy the proud owner of the museum. He has a collection of over 40 American classic automobiles with an emphasis on Packards. The 1953 Packard Caribbean was outstanding! The collection includes a 1903 Oldsmobile, cars from the Brass-Era, Pre and Post War Periods and into the era of the Muscle Cars. One of my favorites was Dr. Murphy's 1961 Pink Cadillac. It was enormous!

And finally our delicious BBQ arrived from C.J.'s which included ribs, chicken, tri-tip, potato salad, baked beans and peach cobbler. There was so much yummy food that I'm sure no one left hungry. It was a fantastic way to end a delightful day. Thank you to the Mullin and Murphy Museums for the opportunity for our club to enjoy their fabulous collections.





Willow Springs

Driving School

Our second

Article By Marshall Buck Ph.D Author and CaliPhotography

Photos By CaliPhotography

track event of the year dawned crisp and sunny in the desert at 2400 feet elevation at Willow Springs International Raceway. There was a pretty good turnout of Ferraris this time as we had a California, a 430 Scuderia, a 360 Challenge Stradale and a Testarossa. Perhaps the increasing incidences of zero tolerance traffic speed limit enforcement have made prudent drivers of fast cars realize that the cat and mouse game on the street makes you the rodent.



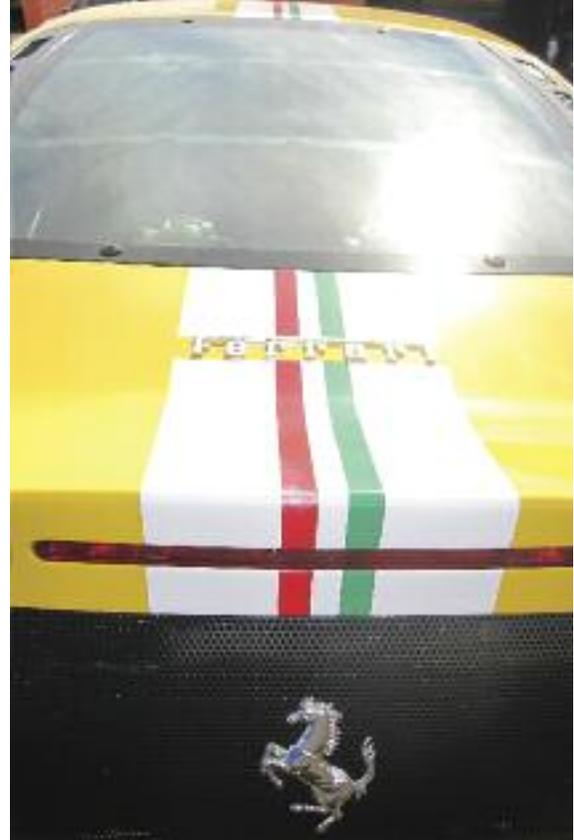
The West Coast Racing events that we are invited to offer several advantages. First, half a dozen experienced instructors are available at no charge to guide you in learning the correct line around the nine turn course, as well as providing many tips on setting up your car for the best results. Instructor David Christian was offering his TrakkTape for sale - a 5 mil thick transparent 6 inch wide roll to protect your car's nose against small environmental threats, which are thankfully rare unless you just have to follow someone extremely closely.



Second, there are enough participants to split the drivers into four run groups, such that everyone from beginners to racers can feel comfortable. Third, the big track at Willow is extremely safe. It is nearly impossible to hit anything if you should fall off the track. Plus, Willow has a history going back to 1953, so there are lots of track lap records on file to provide benchmarks for your own efforts. It was good to see Brett Austin back with his Testarossa, along with his lovely wife Dr. Grace.

In addition to the live instructors, there is an additional resource to learn the track. Tex Otto tipped me to a new book by Edwin Reeser III entitled *Race Track Attack Guide: A Turn by Turn Driving Guide to the Course*. It is thoroughly researched and includes contributions by Danny McKeever of Fastlane Racing School. There are ten pages (including photos) just on Turn 9, said to be the toughest turn in road racing according to Tommy Kendall, the Trans Am champion. The reason for this was revealed to me 20 years ago in a conversation with Bill Huth, who

Photo captions:
At top and above - Brett Austin in his TR.
Steve Winfield at speed in his 16M Scuderia Spider.



designed and built the track, and originally ran it counterclockwise. Bill found that cars that went off in what is now turn 3, where they continued to slide 80 feet down the slope to crash into cars entering what is now turn one, so he switched the direction of the course. This changed turn 9 from an increasing radius to a decreasing radius.

On other racing news, I was disappointed to learn from Tom Malloy that he has made the difficult decision to abandon his eight year battle with the LA County Planning Commission (and the poppy huggers) to establish the Fairmont Butte Motorsports Park on Highway 138. Another "victory" for the anti-business bureaucrats of California.

Willow Springs Raceway is grandfathered in and will remain our home track for the foreseeable future. Let's enjoy it! 

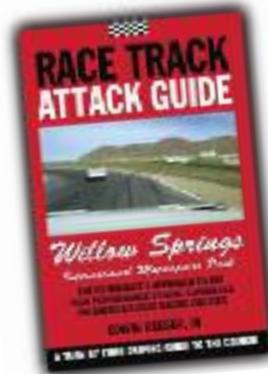


Photo captions:
Sam's Challenge Stradale.
A new Ferrari California on the track and in the pits ready for the next session.
Instructor Bill Nelson describing turn 4.
Students in classroom session for Green group.

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Have you ever

Article By
Tex Otto

Photos By
Chris Considine and Author

wanted to drive a Ferrari Formula 1 car at Montreal or compete in a Riley prototype at Daytona against world class competitors? All in the same day? Everyone who attended our Xtreme Racing Simulator event at CXC Simulations had those opportunities and more.

Our gracious host Chris Considine and his diligent team provided four powerful machines that put everyone through their paces. To provide a competitive spirit, all participants raced in a prototype at Daytona with their respective times posted on the leader board. After a few warm up laps for the driver to become familiar with the hardware and the virtual car to warm up its tires and drivetrain, (yes, these machines are that sensitive), each driver had several laps to record their best time. Soon the lap times started to come down as a rhythm set in, the speed came up and the limits of adhesion were found.

Nearly every Ferrari driver's fantasy is to be a F1 driver and one machine became dedicated to race the most current single seater at a variety of tracks. With a F1's super capabilities, merely shifting quick enough to keep up with the fast revving engine was just part of the experience that soon made us normal earthlings realize that a Formula 1 driver is in a whole 'nother league of expertise.

The CXC simulators are an all encompassing environment with full-motion technology that puts you in the driver's seat. Feedback from the steering wheel, pedals and seat work in concert with the wrap around visual screens and surround sound audio to immerse you in the racing experience of the selected car and track. Numerous professional race drivers use this very system to efficiently practice for their race season, saving them massive expenses to run a real race car with support team. Plus they can run at a track that may not be open for testing due to sanctioning regulations.



At top: Formula 1 at Montreal. Richard Kidd goes for quick time.



Chas	1:48:40
Richard	1:50:00
TEX	1:52:48
THORUCK	2:10:00
DANS DAUBS	2:15:30
JEFF L.	2:09:30
TONY	2:10:00
YVES	2:10:00
WARREN	2:12:00
Colin	2:14:30
ALICIA	2:14:30
NICK H.	2:14:30
MARCUS	2:17:12
Shane	2:17:30
DIANE	2:18:00
JIMMY	2:18:00
2:19:30	
SKYDOR	2:40:00



The sophistication of the hardware and software makes for an incredibly realistic racing experience. Each racetrack surface is laser-scanned in 3-D for extreme precision which allows for accuracy down to the millimeter. Every racing venue's banking and surface imperfection is captured and represented. The mechanical dynamics of a vehicle are translated to the CXC environment by the software designers who have scanned, weighed, and measured the actual race cars to give users a technically proper vehicle to drive on the geometrically true racing surface.

To allow everyone to get the most out their experience, each driver was coached by a driving instructor. They provided an orientation to the simple to use simulator and aided in driving technique on the various sections of the race course. Even though we were racing virtual cars, most of us still didn't want to "crash" it by going too deep into the corners, clipping the apex berms too hard, or just plain looking silly in front everyone else.

For entertainment between our driving sessions, Chris had set up multiple monitors to show the live simulcast of the Rolex 24 hours of Daytona. Hard to say which venue had more competition as the times on the CXC leader board came down quite a lot from the day's earlier times. Plus our pit stops were excellent with access to tasty snacks, delicious subs and plentiful drinks between driver's sessions.

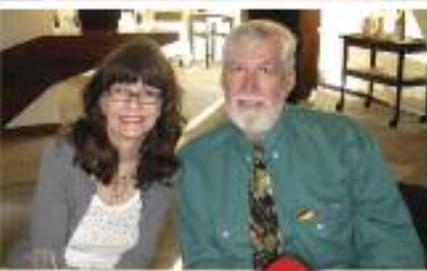
After lunch, Chris hooked us up on the iRacing internet racing service where we raced against other competitors around the world on the Daytona road course. That's when it became really competitive. Running with other drivers was an extreme amount of fun, as the other racers might be faster on one section of the course as you battle to gain ground through the rest of the lap. All the while you're making your car as wide as possible to avoid being overtaken. After a very short while, the intensity of the driving experience took over and you forgot that you are not really on the banking at Daytona, but it sure felt like you were in the heat of competition. This is as real as it can be, virtually of course.

Chas Lawrence was the fastest qualifier and was awarded some cool FCA SW swag. I later learned he was awaiting delivery of his own CXC simulator so his qualifying efforts may have been enhanced his disproportioned amount of seat time. That's just the kind of incentive needed to get your own CXC machine in preparation for our next event at CXC. An honorable second place went to Richard Kidd who was very quick from the start.

Thanks to Chris Considine and CXC Simulations for letting our club experience his world class racing simulators. For more information, please contact Chris at: 310) 306-7878, chris@cxcsimulations.com, or online at www.cxcsimulations.com. 

The CXC simulators induced intense concentration by the drivers.





Christmas Luncheon

Patina at the Walt Disney Concert Hall

The holiday

Article By
Tex Otto

Photos By
Linda Weldon Feldhorn

season is a time for friends and new acquaintances to share wonderful experiences. Very fond memories will recount the joyous occasion organized by Peter Kudrave for an encore Christmas Luncheon at the Patina restaurant at the renown Walt Disney Concert Hall.

Greeting our arrival, was a presentation of fine automobiles courtesy of Mike Sage's Sage Automotive Group with a special mention of David Borla of Borla Performance Exhaust. Both of these sponsors aided in the presentation of our specially prepared holiday program.

Our wine reception segued to the music of Peter Rutenberg, Director of the Grammy™ winning Los Angeles Chamber Singers & Cappella. Peter articulately introduced the performance of the thirteen voices who magnificently performed holiday songs and major works for us. Bravo! Patina's master chef Joachim Splichal and his divine staff served an exquisite luncheon, finished off with a deliciously caramelized crème brûlée. Bravo encore!

FerrariPaintings.com generously provided a custom Ferrari portrait by artist Jon Rossi for one lucky Grand Prize Raffle winner, Todd Wager. Congratulations Todd!

Our thanks to everyone for a wonderful time among friends at a spectacular venue. 



Our sincere appreciation to those who made our FCA SW Christmas Luncheon an outstanding event:

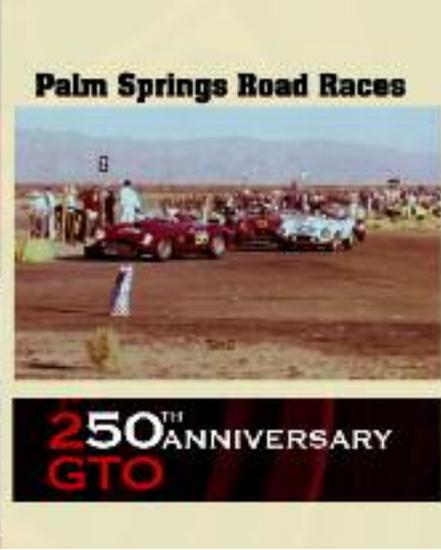
- Peter Kudrave
- Peter Rutenberg
- Joachim Splichal
- The Patina Group
- Walt Disney Concert Hall
- FerrariPaintings.com
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Each year

the Ferrari Club of America National board has a meeting where every Regional Director attends to discuss how things are going in their Region, develop policies of the organization and plan for the future direction of the club. Al DeLauro is our National President who with his insightful governance oversees the meeting with a majority of the National officers in attendance including our own Marv Landon, Membership Chairman and Wally Clark, Insurance Chairman.



Each year the meeting location moves to coincide with the next year's annual meet destination. As the Southwest Region is hosting the 2012 FCA International Annual Meet, the board meeting was held in our back yard.

The three day meeting began with our Region's presentation to FCA National our plans for 2012. Much has been accomplished in the overall structure of our event scheduled for October 10-14, 2012, and we presented our outline of the five day meet to be held in the beautiful resort destination of Palm Springs, California. Our IAC/PFA (International Advisory Council for the Preservation of Ferrari Automobiles) concours will be held on the first day of our event so that everyone's Ferraris can arrive detailed to perfection for the judge's scrutiny. This allows for the owners and drivers to better enjoy the following day's driving and track events without the traditional worry they'll have to spend an all nighter with a flashlight cleaning their suspension. Palm Springs also offers a wide range of ancillary activities for spouses and families to enjoy during and after the meet has concluded for those who want to extend their vacations. Our duo themes will celebrate the history of the Palm Springs Road Races and honor the 50th Anniversary of the 250 GTO.

On Saturday and Sunday, presentations were provided by several National officers, each providing information about their department and future developments. As Membership Chairman, Marv announced several concepts to provide added value for members. Included under the "Bucks Back" title, these incentives strive to attract new members and retain current ones. Soon to be released will be an online Ferrari marketplace where FCA members will be able to conveniently buy and sell their Ferraris. New Track Events Chairman Denny Austin, described simpler track event policies with an expansion of racing events which will debut at this year's Annual Meet in Savannah.

After a long day of meetings, it's important to rekindle the passion for which we dedicate so much of our lives to automobiles. So for Saturday evening, Marv arranged a tour of the Petersen Museum with a special dinner menu provided by Johnny Rockets. Thanks to Dick Messer for his hospitality to the group for this unique occasion.

Throughout the meeting, Al planned several breakout sessions of small groups to discuss target subjects such as how do we as a club provide value to our members? How do we inspire members to organize fun events? Among the most exciting topics discussed were the initial plans for the FCA's 50th anniversary of which our Region will have a major role.

I invite you be an integral part of our 2012 FCA Annual Meet as we plan for an incredible five day event hosting Ferrari enthusiasts from around the world. The 2012 Committee meets after our regular board meetings each second Saturday morning at the Petersen or please contact one of us on the Event Committee to join in on the fun. It is very rewarding to be involved in the organization of a highly anticipated event and I look forward to working with you to show 'em how we do in southern California. 

FCA Board

National Meeting

Welcome to Los Angeles

2012 Presentation

FCA 50th Anniversary

Be Part of 2012!

Article By Meeting Photo By
Tex Otto Jeff Allison

2012 Event Committee

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Wally Clark – Concours
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Chuck Jordan In Memory

Memoriam and Photos By
Jordan Family



Fellow FCA member Charles “Chuck” Jordan recently passed away at his home in Rancho Santa Fe, California at the age of 83.

Mr. Jordan was a designer at General Motors beginning in 1949 where he worked on a wide variety of futuristic transportation projects, such as streamlined trains and the Motorama show cars of the 1950s. Following in the flamboyant footsteps of his predecessor Harley Earl, some of Chuck’s design contributions included the Chevrolet Cameo pickup, the 1958 Corvette, the tailfinned 1959 Cadillac, the “wide-track” Pontiacs, the 1963 Buick Riviera and the 1967 Cadillac Eldorado.

In 1977, Jordan was appointed G.M. Design Director and helped restore brand identities to the G.M. name plates in the '80s. He retired in 1992 to teach automotive design to aspiring designers.

CHUCK CAPTURED THE FERRARI “PASSION” – Late in the 1950’s at Elkhart Lake raceway, Jordan recalled seeing his first Ferrari: “When I saw my first Ferrari I fell in love with it!” “It was the Ferrari sound, its looks and the way it performed – that just blew my mind.”

CHUCK’S LOVE FOR FERRARIS – Shortly after Battista “Pinin” Farina came to Detroit to visit Bill Mitchell, GM’s Vice President of Design in 1961, Mitchell made a point of introducing Jordan to the renowned Italian designer. Several years later, Jordan struck up a friendship with Battista’s son Sergio when he visited GM. And when Jordan went to Italy for the Turin Auto Show in the early 60’s, the younger Pininfarina arranged for Chuck to visit Bertone and Ghia and introduced Chuck to a young prolific designer named Giorgetto Giugiaro. Throughout the years, Chuck and Sergio remained close friends, a relationship he particularly coveted.

A RIDE WITH ENZO – In the early 1960’s, Sergio arranged for Chuck to visit the Ferrari factory. After the tour, Franco Gozzi the Ferrari Press Officer asked Chuck if he would like to meet Enzo Ferrari. Chuck didn’t hesitate; not many were offered this opportunity.

“After I met Mr. Ferrari in his office and we talked for nearly an hour, he invited me to have lunch with him across the street at Cavallino in his private dining room. I was surprised at how interested he was in design. Talking with Mr. Ferrari was awe inspiring. It was like what a devout catholic must feel when he is visiting the Pope! Yet I found him congenial and easy to communicate with.”

After lunch, as they walked across the road to the factory, several of Ferrari engineers had a 250 GTE prototype ready for approval by Il Commendatore. Enzo asked Chuck if he would like to go for a ride with him. “I thought, “Wow.” After getting in the car and putting on the seat-belt, I looked over and was amazed...there was Enzo behind the wheel! It was like a dream, so I just sat back and enjoyed it. I knew he was an experienced race driver. And it turned out to be the most thrilling day of my life. He took some real chances on a cliff road with a huge drop off – which I didn’t think was too wise – but he was good and I knew he was in total control. At this point, we came down the hill, he spoke to me in Italian and I looked over to see him suddenly take his hands off the wheel and brake hard. The car stopped in a straight line— which was, as it turns out, what he was testing that day.

Chuck smiled wistfully, as he returned to Turin; he thought to himself, “That might have been the best day of my life.” 

Photo captions from top:

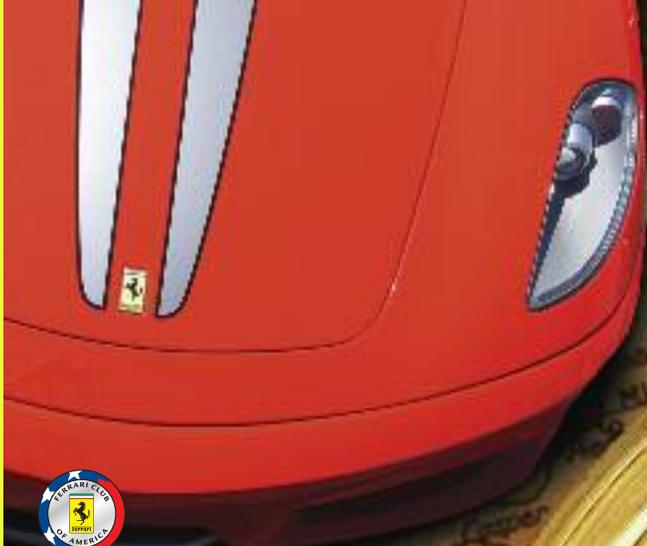
Circa 1990s at GM Design, Chuck Jordan shows his F40 and Testarossa to visiting Sergio Pininfarina.

Chuck with his first Ferrari, a 1963 Lusso.

Chuck on one of his numerous visits to the Ferrari factory.

Chuck was an avid collector of Ferrari books and scale models

Back in the early '70s, Chuck was giving his distinguished guest and head of Design for Volvo Jan Wilsgaard, a tour of GM design. At the end of the tour, Chuck enthusiastically wanted to show Jan his prized 1972 Ferrari Daytona. When he opened the studio door, much to his surprise, the GM designers decided to play a joke on Chuck by mocking up his Ferrari with a '70s “Superfly” look. He took it all in fun and was flabbergasted as how to explain this to Jan.



Kenny Lombino's 4th Annual

Mystery Ride

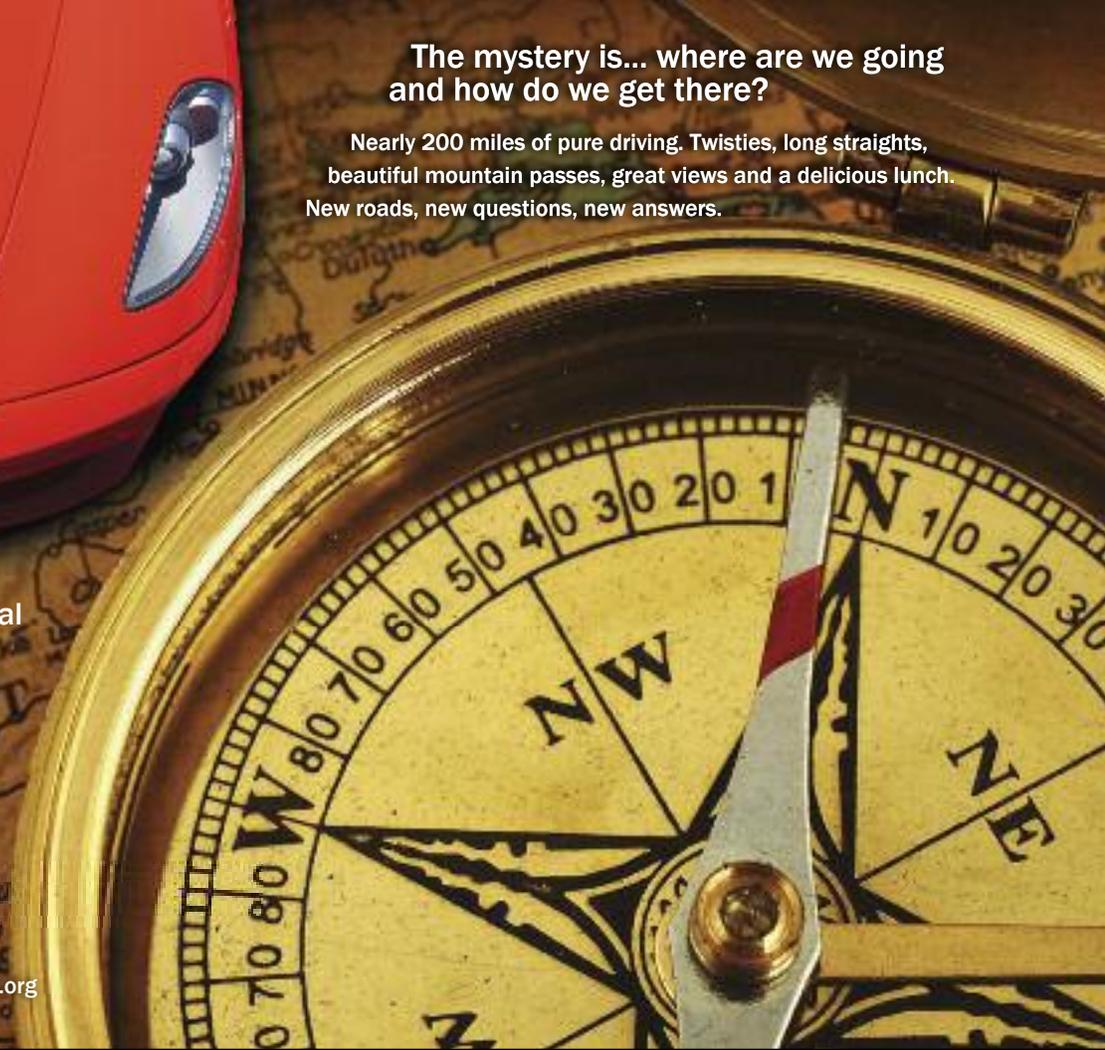
Saturday, April 23

EVENT CHAIRPERSON
Kenny Lombino 310) 339-8657
lombino@sbcglobal.net

Register on page 36 or www.fca-sw.org

The mystery is... where are we going and how do we get there?

Nearly 200 miles of pure driving. Twisties, long straights, beautiful mountain passes, great views and a delicious lunch. New roads, new questions, new answers.



CARS & COCKPITS



The Lyon Air Museum, a premier Southern California showcase for vintage military aircraft and automobiles, has invited the FCA SW Region to "Cars & Cockpits Day."

Saturday, May 1, 2011 10 a.m. to Noon

Attention All Vintage Ferrari owners—the first 50 respondents will enjoy "special parking" at this event. Please e-mail your attendance plans and the Ferrari you will bring. Gourmet food trucks will also be stationed at the Museum ready to serve hot refreshments.

RSVP by April 22
Wally Clark
clarkinc@pacbell.net

The Lyon Air Museum is located near John Wayne Airport in Orange County.
Lyon Air Museum, 19300 Ike Jones Rd., Santa Ana, CA 92707

See the Museum's stable of vintage luxury vehicles, including a 1939 Mercedes-Benz Model G4 Offener Touring Wagon (used by the Fuhrer himself), a 1947 V-12 Lincoln Continental Cabriolet, and a 1941 Cadillac Series 62 convertible sedan (originally owned by New York socialite Princess Diane Eristavi).

The 30,000-sq.ft. Lyon Air Museum opened in Dec. 2009. The facility represents the fulfillment of a dream of Maj. Gen. William Lyon, USAF (Ret), who held the position of Chief of the U.S. Air Force Reserve from 1975 to 1979.

His passion for aviation history and youth education is the driving force behind Lyon Air Museum.

In establishing the museum, Gen. Lyon sought to create a world-class facility that would be available to the local community and would offer interactive educational exhibits designed to inspire young people. The Museum has on exhibit some of the world's rarest operational aircraft and vehicles.

We look forward to seeing you and the FCA SW Region in May for this unique and exciting gathering.



Mille Miglia

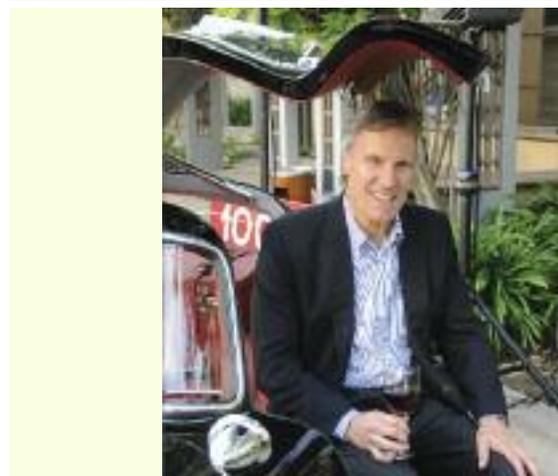
Article By
Tex Otto

Photos By
Eric Charbonneau & Author

“The world’s greatest road race,” that’s what Enzo Ferrari called it. And to kick off the North American Mille Miglia Tribute of this historic race, Speed TV recently held a presentation at Fox Studios in Los Angeles so that we can learn more about the new state side event.

Hosts were Alessandro Casali (President of the Mille Miglia), Jim Gianopulos (C.E.O. of Fox, and classic car fan and collector, who actually participated in the Mille Miglia last year), Hunter Nickell (President of SPEED), Sandro Binelli (Secretary General of the Mille Miglia) and Paolo Rubini (General Director of ENIT, the Italian National Agency for Tourism).

The North American Mille Miglia Tribute will open the American historical car season as a precursor to the events at Monterey this August. To be held from August 14 to 17, 2011, the stars and stripes homage to the “world’s greatest road race,” is dedicated to bringing the emotions of the race to a picturesque route that is characteristic of America’s west coast. The event is open to cars with special historic value built between 1927 and 1957, with privilege given to cars which have already raced in the historic Mille Miglia speed race. For updated information please visit: www.millemiglianorthamerica.com.



Speed TV and the Mille Miglia people know how to get people and cars to their event by throwing a great party. Patrick Dempsey, Michael Mann, Alessandro Casali, Jim Gianopulos, Sandro Binelli. David Sydorick arrives in his 1956 Maserati A6G 2000 Zagato Coupe. David and Peter McCoy, Dick Messer’s Siata and Peter’s Superamerica. Bruce Meyer with his Gullwing. Tillack & Co. brought this Ferrari 250 Sport Vignale Berlinetta. Tex Otto and Wally Clark.



Sunday, July 24, 2011
10 am – 3 pm

We invite you to our 2011 Annual Election Picnic Honoring

FLAT TWELVES

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TESTAROSSA 512 TR F512 M

All Ferraris invited!

Special offer of 3D photography of your Ferrari at the event by
NextImage 3D Photo

Ferraris park within the lush garden setting of the South Coast Botanic Garden in Palos Verdes. Ample free parking for non-Ferraris. Have your Ferrari photographed in dynamic 3D. Delicious Italian luncheon with sandwiches, salad and beverages.

26300 Crenshaw Blvd. Palos Verdes Peninsula, CA 90274

Register on page 36

Petty Driving Experience

Saturday, November 5, 2011



Auto Club/California Speedway, Fontana

Get behind the wheel of a 600 horsepower NASCAR racecar for an exciting experience. Hear the open exhaust of the race tuned 358 cu. in. engine as it fills the cockpit with V8 power, while the 5 point harness and racing seat holds you through the wide-banked turns as you draft around the two mile track at speeds up to 160 mph.

Our Rookie package includes:

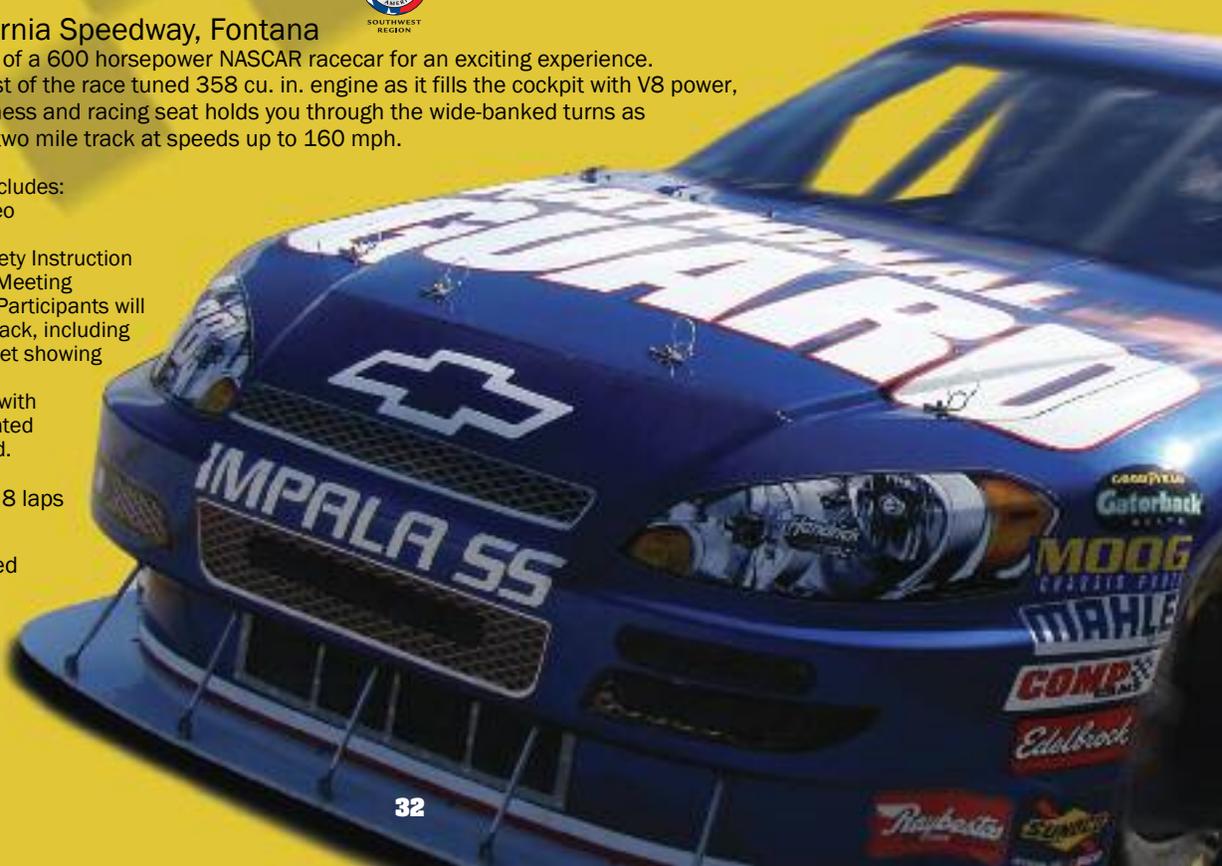
- Orientation and Video
- Driving Instruction
- Mechanical and Safety Instruction
- Mandatory Driver's Meeting
- Closing Ceremony - Participants will receive a Graduation Pack, including a detailed lap-time sheet showing each lap driven and an Graduation Certificate with name, date and estimated top goal speed reached.

Participants will drive 8 laps in 1 session.

10 participants needed for our group.

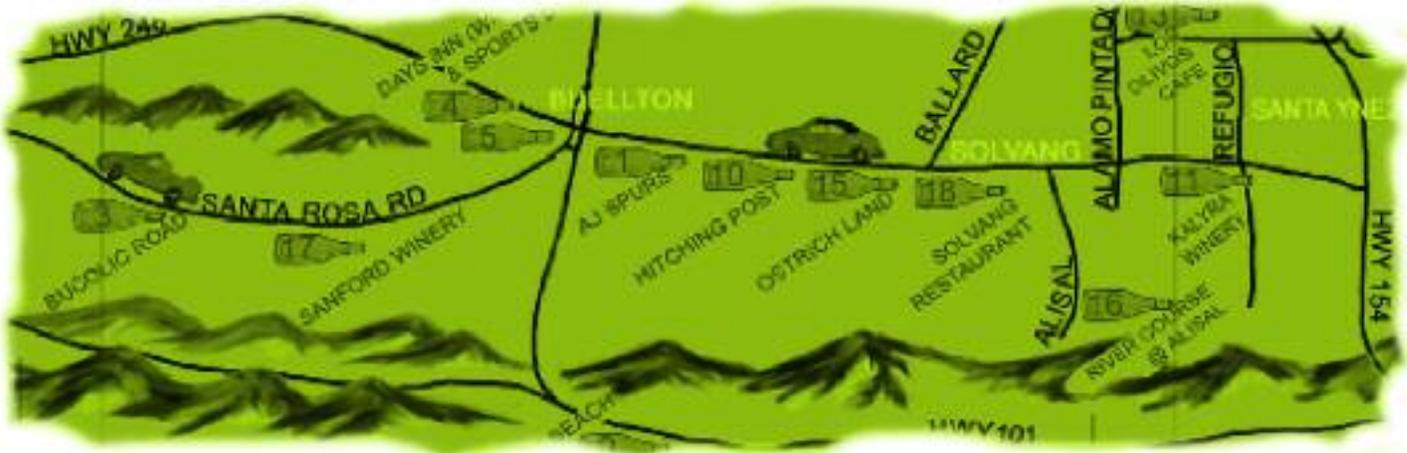
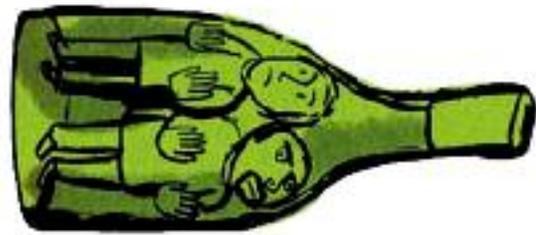
Info: Tex Otto
•213) 439-0111
•tex@synchronis.com

Register on page 36.





FCA SW announces:
SIDEWAYS 4
 June 4th-5th, 2011



Once again, the first weekend in June will bring our caravan of Ferraris and viticulture enthusiasts to the Santa Ynez Valley for another Sideways Tour.

As in previous years we will have a completely new itinerary and route for two days filled with gourmet and scenic delights. The entry fee of \$65.00 covers a complementary serving at our first winery and lunch, hotel rooms and optional meals are not included, but reasonably priced.

Plan to spend Saturday night and attend our traditional “wine and dine” at the Los Olivos Café which has been considered by many to be the highlight of the tour.

The standard one day and extended two day tour will be available, so please note which day(s) you will attend. Also we will have our usual three run groups: Purple, Red and Yellow so please include your preference.

We encourage you to sign up early as hotel accommodations sell out quickly.
 A number of hotels are available in the Buellton/Solvang area, but we recommend:

The Corque	400 Alisal Road, Solvang	(805) 688-8000
The Quality Inn	630 Avenue of the Flags, Buellton	(805) 539-8430
Petersen Village Inn	1576 Mission Drive, Solvang	(800) 321-8985

The Petersen Inn is offering single night rates for Saturday, mention the FCA when you register.

When registering via either online or hardcopy, please indicate:

- which hotel you have reserved
- if you want a dinner reservation
- your preferred run group

We will see you in June!

For tour info, contact:

Mark Process (818) 906-2678
 email: dszner35mm@juno.com

**Please register for event: on page 36
 or at www.fca-sw.org**



CONCORSO FERRARI



SUNDAY MAY 22, 2011

VINTAGE AND CONTEMPORARY FERRARIS
 COLORADO BLVD. - OLD PASADENA, CALIFORNIA



CONCORSO FERRARI 2010 BEST OF SHOW - 1958 FERRARI 250 GT SERIES I PININ FARINA CABRIOLET - PETER MCCOY

ALL FERRARI CONCOURS

We invite your participation in our tradition of FERRARIS ON COLORADO where three blocks of the famed Colorado Boulevard in Old Pasadena will host Concorso Ferrari.

140 of the finest vintage and contemporary Ferraris will be on display, with more than 10,000 people enjoying this unique car show that is open to the public.

Concours is open to Judged and Non-Judged Ferraris. Ferraris from 1999 and earlier are eligible for judging that will follow FCA National guidelines IAC/PFA (International Advisory Council for the Preservation of Ferrari Automobiles). Awards will be presented in 10 classes by a panel of 30 Ferrari experts.

Owners of newer Ferraris are welcome to display their prancing horses.

Award presentations at the conclusion of the event.

Space is limited so register early for an opportunity to be part of this traditional FCA Southwest Region event.

Concorso Ferrari Information

EVENT ORGANIZER

Marv Landon- FCA SW Special Events Director
 Tel: 818) 971-3300, ext 2311 - Karen Kennedy
 Email: marv@fdsi.com

SPONSORSHIP

Timothy McGrane - Events International Co.
 Tel: 818) 706-3814, Fax: 818) 706-3819
 Email: tim.mcgrane@EventsInternationalCompany.com

CONCOURS ENTRY INFORMATION

Wally Clark
 Tel: 714) 630-9202, Email: clarkinc@pacbell.net
 Entry Form:
<http://www.fca-sw.org/pdf/concorso11.pdf>

EVENT SPONSORS



ENTRY FORM

CONCORSO FERRARI

SUNDAY, MAY 22, 2011 - 10 AM TO 3 PM



Entry Application Please duplicate form for additional Ferraris

Please print clearly

Owner Name(s) - *As it will appear on all printed matter* _____

Address _____

City _____ State _____ Zip Code _____

Phone _____ Email _____

Ferrari Information Indicate your show preference:

SELECT: Judged Non-Judged

Year _____ Model _____ Serial Number _____

Coachbuilder _____ Body Style _____

SELECT: Judged Non-Judged

Year _____ Model _____ Serial Number _____

Coachbuilder _____ Body Style _____

Event Registration REGISTER EARLY AND SAVE! - REGISTRATION DEADLINE EXTENDED TO FRIDAY, MAY 13, 2011
ENTRIES ARE LIMITED TO 140 FERRARIS, SEND YOUR ENTRY IN TODAY!!!

Late Registration Fee Received between April 23-May 13, 2011 All Entries Judged/Non-Judged \$75. per Ferrari \$ _____

Total Remittance \$ _____

Mail to:

FCA-SW Concorso Ferrari
Attn: Karen Kennedy
5703 Corsa Avenue
Westlake Village, CA 91362

Fax to: 818) 332-7029

Download form: www.fca-sw.org

Payment Information

Check _____ enclosed payable to: FCA Southwest Region or **Charge** _____ to my MC _____ VISA _____ DISC _____

Account # _____ Exp Date _____ / _____ Security Code _____

Print Name on Card _____ Signature _____

No For Sale or Advertising Signs

No Leaving Show Early Prior to 3 pm

Entries Limited to 140 Ferraris

No Easy-ups or Canopies

Tables and Chairs will be Provided

All participants must show proof of vehicle insurance at event. *Thank you for your continued support of the FCA Southwest Region.*

Events Registration Form

For the latest information and to register online, visit: www.fca-sw.org



Member Information PHOTOCOPY THIS PAGE FOR COMPLETION - PLEASE PRINT CLEARLY

First Name _____ Last Name _____
 Address _____ City State Zip _____
 Phone _____ Fax _____ Email _____

Payment Information - Check payable to: FCA Southwest Region or **Charge my** MC VISA DISC

Account # _____ Exp Date ____/____ Security Code _____
 Name on Card _____ Signature _____

4-6 2011
Volume 18 No. 2

April

Su	M	T	W	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

May

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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

June

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26	27	28	29	30		

July

Su	M	T	W	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

August

Su	M	T	W	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

Su	M	T	W	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Registration
 Mailing Address

FCA SW Events
 9854 National Blvd.
 # 254
 Los Angeles, CA 90043
 Fax: 310) 836-0112
 Ph: 310) 836-0110



Mystery Ride - Page 30

Saturday, April 23, 2011 Registration deadline Friday, April 15, 2011. No refunds after 4/15/11.

Register by 4/6/11 ____ at \$70. per person
 Register between 4/7 - 4/15/11 ____ at \$80. per person Event Total \$ _____

Name(s) of guests _____



Cars & Cockpits at the Lyon Air Museum - Page 30

Saturday, May 1, 2011 RSVP by April 22, 2011 with Wally Clark: clarkinc@pacbell.net



Concorso Ferrari '11 - Page 34-35

Sunday, May 22, 2011 Download forms at: www.fca-sw.org/pdf/concorso11.pdf



Sideways 4 - Page 33

Weekend, June 4-5, 2011 Registration deadline Friday, May 27, 2011.

Number of attendees/Los Olivos Café ____ at \$65. per person Event Total \$ _____

Name(s) of guests _____

Select Tour: One Day Tour ____ Two Day Tour ____
 Select Group: Purple Group ____ Red Group ____ Yellow Group ____



FCA SW Annual Election Picnic - Page 32

Sunday, July 24, 2011 Registration deadline Wednesday, July 20, 2011. No refunds after 7/20/11.

Register by 7/6/11 - \$30. per Ferrari - Number of lunches ____
 Not bringing Ferrari - Lunch only - \$10. ____
 Register between 7/7 - 7/20/11 - \$35. per Ferrari - Number of lunches ____
 Not bringing Ferrari - Lunch only - \$15. ____ Event Total \$ _____

Ferrari year/model _____



Petty Driving Experience - Page 32

Saturday, November 5, 2011 Registration deadline Saturday, October 1, 2011.

No refunds after 10/1/11.
 Register by 8/1/11 - \$499. ____
 Register between 8/2 - 10/1/11 - \$525. ____ Event Total \$ _____

Names of Participants _____

See you at our next FCA SW event!

Total remittance \$ _____

For the latest information and to register online

www.fca-sw.org

Ferraris For Sale • New Listing

1998 355 Spider: S/N# ZFFXR48A3W0109622. USA model. Swaters Blue, Tan interior with navy piping. 6 speed manual transmission. Lovingly cared for since new this car has an excellent service history with records. Just completed less than 20 miles on complete engine-out service, belts, and timing, by factory authorized service provider (Auto Gallery). Perfect exterior paint, entire passenger compartment including leathers and console as near to new as an F355 can offer. Excellent blue soft top. Car runs and drives as new, this car needs nothing. Only 27,000 miles. Fresh P Zeros on modular HRE chrome rim wheels, dramatic yellow calipers. Full tools, books, cover & records. Offered at \$66,500. Contact Keith Lehrer KeithL_Esq@hotmail.com or 310) 528-0999. 1/11

Ferrari Literature For Sale

Cavallino, Forza, and Prancing Horse Magazines: Complete sets available for the appropriate offer. Make my day, or yours. Tom Brockmiller - 949) 716-2395, Email: ferrariracer@cox.net. 4/11

Miscellaneous For Sale: Cavallino magazines full set #1 (original) thru to #165 \$2,950. OBO. Prancing Horse magazine #47-54, \$25 ea, #56-103, \$20 ea, #105-158, \$15 ea, all prices OBO. Symbol magazine #1-22, \$22 ea OBO. Pebble Beach Concours programs 1983, '87, '88, '89, 1992, 94, \$25 ea OBO. Monterey Historic Races (Laguna Seca) programs 1977 to 1985, 1988, '89, 1990, \$12 ea OBO. "Sparco" driving suit FIA "Nomex" brand new still in original box package, never worn. Top yellow with dark blue horizontal alternating stripes, bottom dark blue. European size 54 USA size 40 \$595. OBO. Murray Cogan - 818) 923-3255, Email: MtlMurrayC@aol.com. (CA). 4/11

Ferrari Parts For Sale

512TR Vinyl Bra: Black, new. In a box ready to ship. \$20. plus shipping. Wally Clark - 714) 630-9202, Email: clarkinc@pacbell.net. 4/11

F1 Transmission Reverse Shifter Switch: New NOS part/never used in the Ferrari box. Ferrari Part #169527: "F1 Transmission Reverse Shifter Switch" for 355 F1. Retail \$2,822.59, Sell for \$2,000.00. OBO. Tex Otto - 213) 439-0111, Email: tex@synchronis.com. (CA). 4/11

Ferrari 250 Lusso Parts: Window Drip Moldings left and right \$300. **Rear Bumper Ends** NOS, still wrapped in the original 1970's Italian newspapers, \$750. Tex Otto - 213) 439-0111, Email: tex@synchronis.com. (CA). 4/11

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Welcome New Members

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

- Andrew Goetz, Corona Del Mar
- T.J. Miller, Los Angeles
- Christopher Runowicz, Hermosa Beach
- Scott Shaw, Temecula
- Richard Varge, La Quinta
- William Warren, Rancho Cucamonga
- Robert Thompson, Newhall
- Cyrus Bozorgi, Irvine
- Paul Colony, Pasadena
- Howard Levy, Hidden Hills
- Kevin Soranno, Redondo Beach
- Terry Sullivan, Los Angeles



Membership Application

Recognized by Ferrari SpA

Incorporated 1962

I'm sure we all know at least one friend who owns a Ferrari and is not a member of our club. Why not give him or her a call and invite them to join our fabulous group?

Better yet, bring them to our next event to show them the fun we're having. We have so many terrific events coming up. It's easy to join, just go to: www.ferrariclubofamerica.org, fax 800) 328-0444.

Name _____

Spouse _____

Address _____

City/St/Zip _____

Ferrari Model/Year _____

Serial Number _____

Body Style _____

National and Regional Dues \$135.00

My interests include: Rallies_, Autocross_, Maintenance_, Driving Schools_, Concours_, Social_, Other_____



FERRARI CLUB OF AMERICA SOUTHWEST REGION

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Publishing Policy: The *Sempre Ferrari* magazine is a publication and copyright of the Ferrari Club of America/Southwest Region (non-profit). Postage is paid in California. Its purpose is to provide timely notification of club events and deliver information beneficial to members and enthusiasts of Ferrari.

The Ferrari Club of America and *Sempre Ferrari* magazine publishers do not warrant the accuracy of editorial content or photographs nor do they recommend or endorse any information presented or warrant or verify the claims of ads. We reserve the right to refuse to publish advertisements that are not club related activities or events.

Submissions: We encourage contributions of editorial material on a variety of Ferrari related topics including event reviews, book and video reviews, tech tips, etc. All articles and photos submitted for publication are subject to revision or rejection at publisher's sole discretion. Material is submitted and published without compensation. Only material or manuscripts from the original writer or copyright-permission articles will be considered for publication. Submission of original material constitutes a perpetual, nonexclusive license for the Ferrari Club of America to print and/or reproduce in any manner, and for any purpose, said material. Submissions for the magazine should be received by the 1st of the month for inclusion in the following issue. Email all editorial materials to the *Sempre Ferrari* editor at tex@synchronis.com.

Address Change: Allow four weeks notice. Mail recent label and new address to: Demetri Zafiris/FCA-SW Region, 4358 Nogales Dr., Tarzana, CA 91356 or call 818) 774-1500 ext. 203. Be sure to include an extra \$10.00 with your membership if you want a FCA name badge.

Missing Sempre: Contact Demetri Zafiris to let us know you did not receive your magazine. Call 818) 774-1500 ext. 203.

Advertising

Sempre Ferrari Commercial Advertisement Rates:

Color or black/white placement per issue:

* Long Term commitment required.

Magazine trims to 8.5" x 11"

Artwork live area 8.0" x 10.5" (Inside trim .25")

Ad Placement:

	(artwork dimensions w/.125" bleed)	Color	B/W
Full Page - Inside front/back cover*	(8.75" w x 11.25" h)	\$400.	color only
Full Page - full bleed	(8.75" w x 11.25" h)	\$400.	\$300.
Full Page - inset	(8" w x 10.5" h)	\$400.	\$300.
Outside back cover*	(8.75" w x 8.75" h)	\$400.	color only
Half Page Horizontal - inset	(7.5" w x 4.75" h)	\$200.	\$150.
Half Page Horizontal - bleed	(8.75" w x 5.75" h)	\$200.	\$150.
Half Page Vertical - inset	(3.75" x 10.5")	\$200.	\$150.
Half Page Vertical - bleed	(4.5" w x 11.25" h)	\$200.	\$150.
Quarter Page - inset only	(3.75" w x 4.75" h)	\$150.	\$100.
Business Card	(2" x 3.5")	\$75.	\$50.
Business Classified	40 words maximum		\$20.

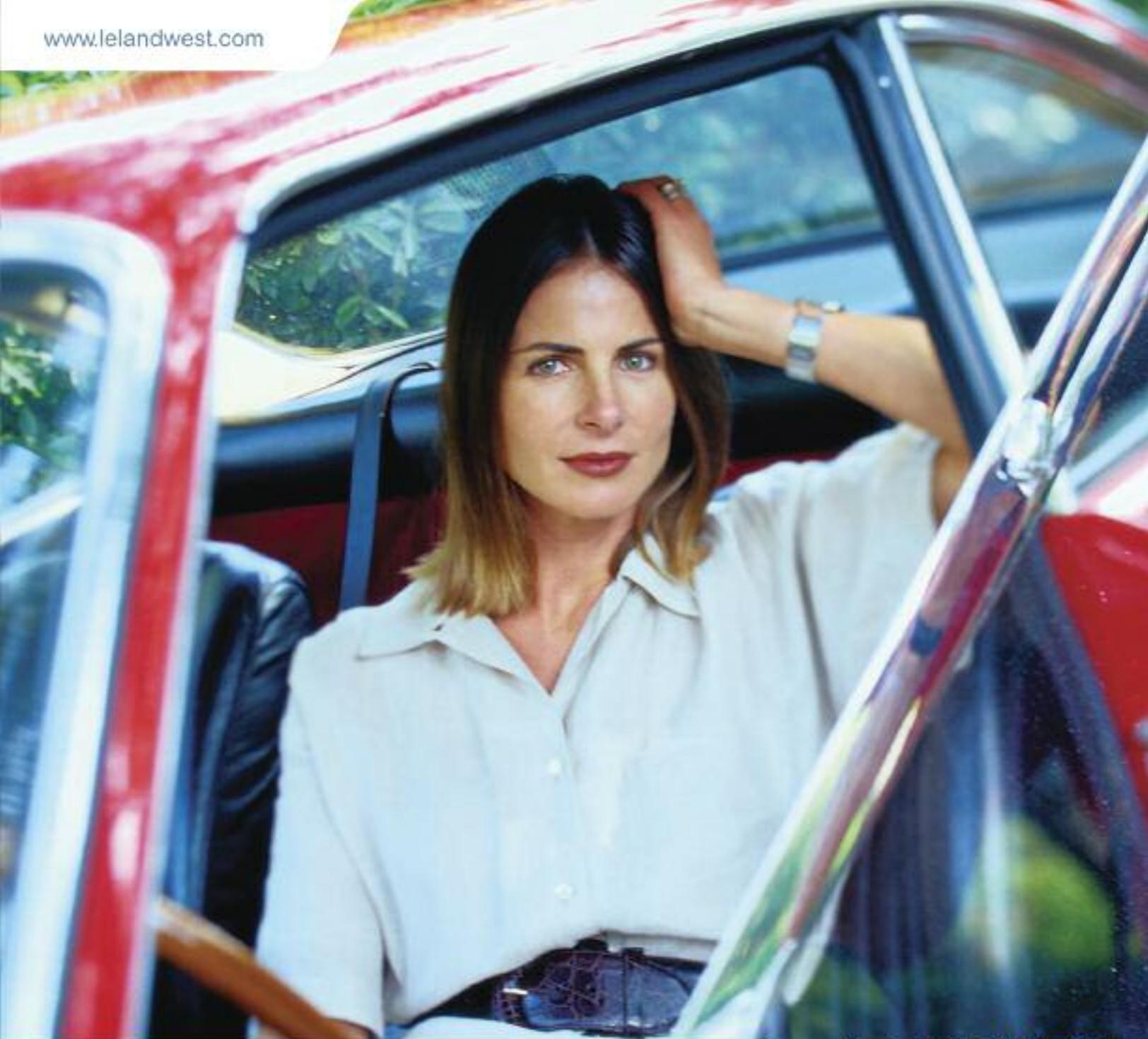
Material Deadlines:

January-March issue	December 1st
April-June issue	March 1st
July-September issue	June 1st
October-December issue	September 1st

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

Prices are based on artwork per required specifications. Extra charge for art fees. A check made payable to The Ferrari Club of America must accompany all ad submissions. Contact Jim Bindman at 818) 429-1667 or email: cool4re@hotmail.com.

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



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