

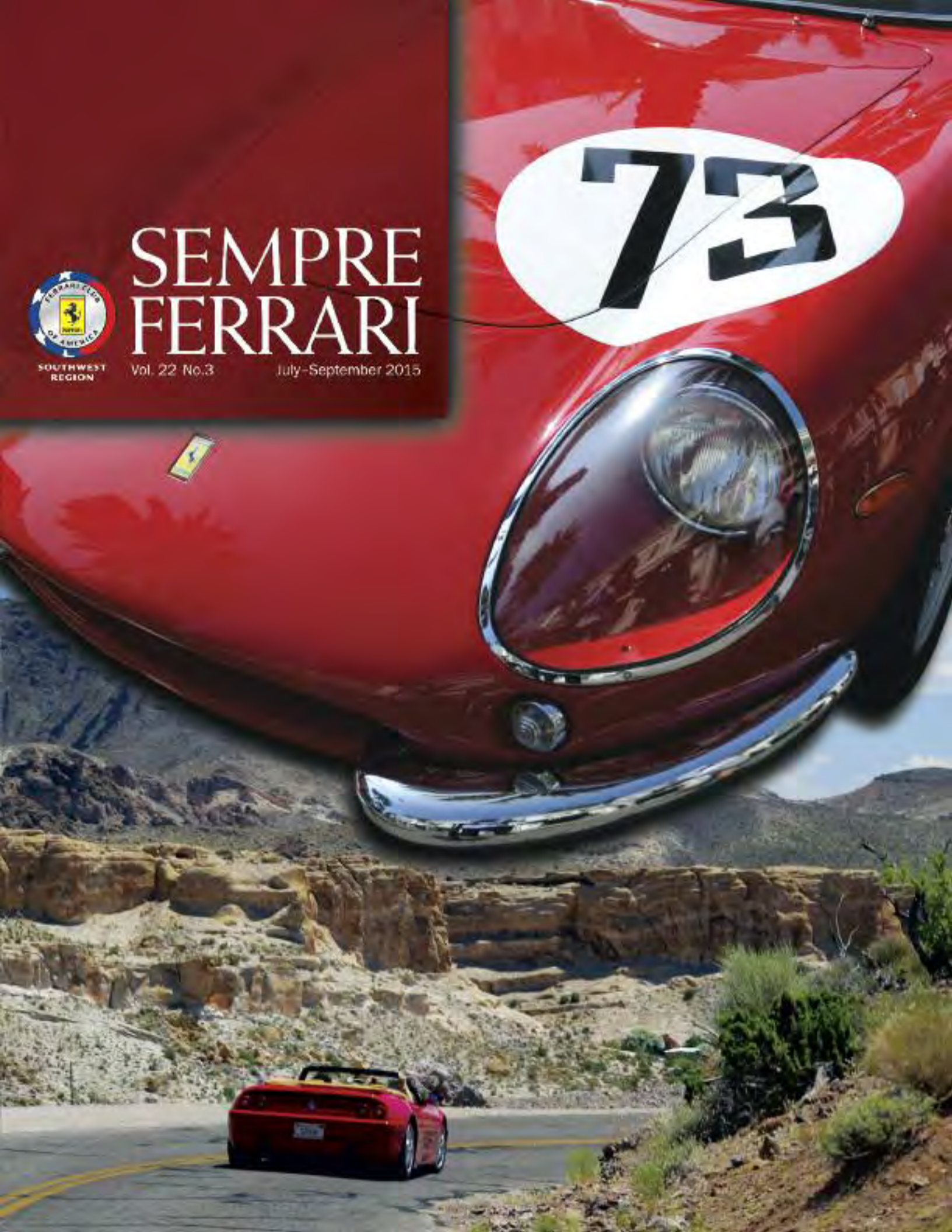


SOUTHWEST
REGION

SEMPRE FERRARI

Vol. 22 No.3

July-September 2015





OFFICIAL FERRARI DEALER

Ferrari of Newport Beach

The Ferrari California T is the latest release from a distinguished line of California models. Since the introduction of the 1957 California 250 GT, this line has been renowned for the elegance, sportiness, versatility and performance.

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PRESIDENT'S MESSAGE



UPCOMING EVENTS

2015 FCA Annual Meet in Monterey
Italian Night
Vandenberg Car Show Weekend
Driving School at Willow Springs Raceway
Campbell's Soup to Nuts Canyon Tour
Roger's Pie Run to Julian
Wine & Dine Drive to Paso Robles

See you at the next event!

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

Hello FCA Southwest Region Members,

Three months goes by fast, here I am doing another President's message. I say often "This is the best car club anyone could be a member". Why do I say that so often? Yes, It's just my opinion, but I'm going to tell you why. It's the people!!

I just came back from the Grand Canyon Run, there were thirty-one members on that trip. Putting that many people together in close quarters for four days really shows you a person's personality. We all had the most amazing time. Think about it, 4 days, about 300 miles a day, nerves can get a bit edgy, yet they found the best in each other. The dinner conversations with all those members at one table were just fantastic. The stories, the diverse backgrounds, the offers to help one another on a project or finding a part, a mechanic, a car, etc. Just amazing caring club members. It truly is an honor to be associated with such fine folks who happen to share the same passion for Ferrari.

So if you have not gone on one of our events yet—you might be a new member, or just a bit busy—make some time, come join the fun with us. You will not be disappointed, and you just might start a lifelong friendship.

In this issue you will read stories about the above mentioned Grand Canyon tour, The Floyd Mayweather tour, The Mystery Ride, Concorso Ferrari, and the Annual Picnic, along with other interesting events and reports.

Coming up there will be Pebble Beach, the 2015 FCA International Meet, The Vandenberg Air Force Base Exotic Car Show, Willow Springs track day, In Your Area events, and many others.

Right now your Board is working on filling 2016 with fun, exciting, interesting, and informative events. Our goal is to have at least two a month. Some of what we are working on will be a overnight wine tasting tour up in the wine country, go cart racing, dining events, day rides, car collection tours, museums, and we will once again revisit standards like the Mystery Ride, Concorso Ferrari, The Ortega Run, Italian Night, and The Yosemite Grand Tour III.

Perhaps, you have an idea for an event? You might even want to host an event? Please, share with us any ideas you might have, we are always looking for new fun ways to enjoy our Ferraris. If you like, come to a board meeting. They are held the second Saturday of each month at 9:00 am. Contact us for the location of the next one.

So, get involved, get that car warmed up, come and make new friends. Why? Because it's "the best car club anyone could be a member".

Sincerely,

A handwritten signature in blue ink, which appears to read "Kenny Lombino".

Kenny Lombino
FCA Southwest Region President & Regional Director

SEMPRE FERRARI



Editor/Design/Production
Synchronis LLC
Tex Otto 831) 747-1412
Email: tex@synchronis.com

Executive Editor
Richard Kidd 310) 871-4627
Email: richkidd@catalystmedia.tv

Sempre Ferrari Advertising
Jim Bindman 818) 429-1667
Email: cool4re111@gmail.com

Events Calendar
Wally Clark 714) 630-9202
Email: clarkinc@pacbell.net

Cover Images
Tex Otto
Bill Makepeace

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

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Kenny Lombino
PRESIDENT/DIRECTOR
16M Scuderia Spider
310) 339-8657
lombino@sbcglobal.net
Mystery Drive, Italian Night, Grand Canyon Tour



Bruce Leeds
CHAIRMAN/DIRECTOR
575M
310) 662-1723
peggynbruce@msn.com
Nethercutt Museum Tour, Ronald Reagan Library Tour



Jim Bindman
VICE PRESIDENT/ADVERTISING/DIRECTOR
360 Modena
818) 429-1667
cool4re111@gmail.com
Tech Sessions, Vandenberg Exotic Car Show



Douglas Campbell
SECRETARY/DIRECTOR
575M
714) 595-5786
dougwcampbell@sbcglobal.net
Soup to Nuts Drive, Pie Run



Richard Kidd
TREASURER/DIRECTOR
Mondial
310) 871-4627
richkidd@catalystmedia.tv
Enzo's Birthday Cruise In at the Petersen



Denise Ferrari
MEMBERSHIP CHAIRPERSON/DIRECTOR
F355 Spider
818) 317-5355
dinoferr5@gmail.com
Holiday Party, Painted Turtle Rally



Marshall Buck Ph.D
TRACK CHAIRMAN/DIRECTOR
365 GTB/4 Daytona
310) 836-4390
mdbuck@ieee.org
Driving School at Willow Springs



Tony Cole
DIRECTOR
348
818) 222-6646
tonycole@tonycole.com
Hearst Castle Weekend



Bill Makepeace
DIRECTOR
550
562) 745 5499
billsteves@aol.com
Photography



THE FCA SOUTHWEST REGION

OFFICERS DIRECTORS & CHAIRPERSONS



Wally Clark
CONCOURS/EVENTS CALENDAR
308 GTS
714) 630-9202
clarkinc@pacbell.net
Concorso Ferrari, Judging Seminars



Marv Landon
SPECIAL EVENTS
365 2+2, 458 Italia
818) 338-8692
marv@registrymonitoring.com
Concorso Ferrari, Special Collections



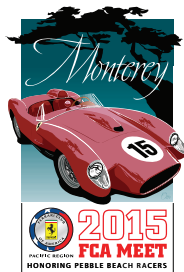
Tom Brockmiller
SPECIAL EVENTS
512TR
949) 716-2395
ferrariracer@cox.net
In Your Area Orange County, The Ortega Run

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



CALENDAR

UPCOMING EVENT INFORMATION



August 16–19, 2015 - SUNDAY–WEDNESDAY Details page 37

2015 FCA INTERNATIONAL MEET

Concours, Track at Mazda Laguna Seca Raceway, Rallies

Car Week for Ferrari focused events and activities. Honoring the Ferrari

racers of the Pebble Beach races with some very exciting events planned.

Visit www.fca2015.org for information, registration and hotel reservations.



September 6, 2015 - SUNDAY Details page 33

ITALIAN NIGHT

7th Annual End of Summer Run

A low key scenic drive through the Santa Monica Mountains and down Pacific Coast Highway arriving at a fine Italian Restaurant for food and fun.

Kenny Lombino: lombino@sbcglobal.net, (310) 339-8657.



October 2–3, 2015 - FRIDAY–SATURDAY Details page 34

VANDENBERG EXOTIC CAR SHOW

Honoring the 30th Force Support Squadron

4th Annual event at the Marshalia Ranch Golf Course at Vandenberg Air Force Base. Car show and optional VIP base tour.

Jim Bindman: cool4re111@gmail.com, (818) 429.1667.



October 3–4, 2015 - WEEKEND Details page 33

WILLOW SPRINGS DRIVING SCHOOL

Open Track Event

Enjoy your car at speed on a road racing course. Instructors available to help you safely learn about the performance capability of you and your car.

Marshall Buck Ph.D: mdbuck@ieee.org, (310) 836-4390.



October 11, 2015 - SUNDAY Details page 35

CAMPBELL'S SOUP TO NUTS TOUR

Orange County

Fourth Annual Tour will start in Anaheim Hills and explore the rural roads and canyons of the OC. Win fabulous prizes!

Doug Campbell: dougwcampbell@sbcglobal.net, (714) 595-5786.



November 7–8, 2015 - WEEKEND Details page 36

WINE & DINE DRIVE

Eat, Drive and be Merry to Paso Robles

Explore the Paso Robles scenery, vineyard and gastronomic landscape of the Central Coast Wine region. Includes Saturday night dinner and lodging.

Jim Bindman: cool4re111@gmail.com, (818) 429.1667.



November 22, 2015 - SUNDAY Details page 35

ROGER'S PIE RUN TO JULIAN

Drive and Apple Pie

Join us for a beautifully scenic fall drive at the peak of apple harvest season.

Buffet lunch at the historic Pine Hills Lodge and take home a pie.

Tom Brockmiller: ferrariracer@cox.net, (949) 584-8061.



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To learn more and to schedule an appointment, please contact our Ferrari South Bay Sales Associates and Service Managers. Inquire about Ferrari Financial Services lease opportunities today.

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MONTHLY COORDINATORS
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TAKE A DRIVE MEET SOME OLD AND NEW FRIENDS EXERCISE YOUR SOUL AND YOUR FERRARI



FIRST SATURDAY EACH MONTH - SOUTHWEST LOS ANGELES - PENINSULA CENTER

Bruce Leeds

310) 662-1723
peggynbruce@msn.com

From 7 am – 9 am at the Peninsula Center near the intersection of Hawthorne Blvd. and Silver Spur. The event attracts an excellent turnout of all kinds of cars. The Ferrari area is in the north part of the lot - under the trees between the bank buildings closest to Silver Spur. Have a cup of coffee and enjoy the cars and companionship.



FIRST SUNDAY EACH MONTH - ORANGE/RIVERSIDE COUNTIES - BRU GRILL & MARKET

Tom Brockmiller

949) 584-8061
ferrariracer@cox.net

Join old friends and meet new friends for brunch on the shady outdoor patio. Many selections available from the brunch menu at reasonable prices. Special parking area for Ferraris. Bru was recently included in "America's Top 250 Restaurants". Location at Bru Grill and Market: 23730 El Toro Road, Lake Forest 92630 (one mile north of I-5).



FIRST SATURDAY DRIVE EACH MONTH - BEL AIR - THE GLEN CENTER

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 3pm. 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.



FIRST SUNDAY EACH MONTH - WOODLAND HILLS - WESTFIELD PROMENADE

Steve Steinhart

818) 378-0605
srslusso@gmail.com

Supercar Sunday'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 am, coffee and snacks are available at the Corner Bakery.

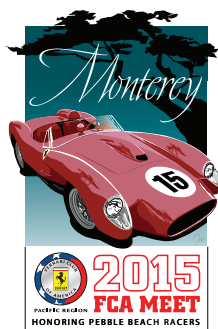


EVERY SUNDAY - SANTA BARBARA

Monte Wilson

805) 455-4076
sbcarscoffee@gmail.com

Santa Barbara Cars & Coffee meets every Sunday morning from 8 am to 10 am on Coast Village Rd. in Montecito near the Coffee Bean and Tea Leaf. There is always a strong turn out of a wide diversity of cars from vintage Ferraris to the most modern machines on the road. See you there!



As a FCA member, you are probably well aware of the preparations for the highly anticipated 2015 FCA Annual Meet in Monterey.

Without a doubt this will be one of the most highly regarded FCA Meets (excepting our own Palm Springs Meet of course!) with the breathtaking vistas of the Concours d'Elegance at Pasadena Country Club, track event at Mazda Laguna Seca International Raceway, Competitive and Casual Rallies that will navigate the surrounding Monterey environs and several once-in-a-lifetime experiences with your Ferrari.

Hotel and Meet information/registration at www.fca2015.org.



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1966 FERRARI 275 GTB/6C ALLOY Coachwork by Scaglietti; Chassis no. 08517

1963 FERRARI 250 GT/L BERLINETTA 'LUSSO' Coachwork by Scaglietti; Chassis no. 4393 GT

1970 FERRARI 365 GTB/4 DAYTONA BERLINETTA U.S. PROTOTYPE Coachwork by Scaglietti; Chassis no. 13361

1973 FERRARI 365 GTB/4 DAYTONA BERLINETTA Coachwork by Scaglietti; Chassis no. 16927

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8TH RUNNING OF KENNY LOMBINO'S

MYSTERY RIDE

Article By
Kenny Lombino
Photos By
Evie Ryland

At 8:00 am, people started to gather in Sherman Oaks to enjoy breakfast at Marie Callender's in anticipation of a 9:30 departure for the mystery adventure. This year we had 22 cars and 38 people. The driver's meeting was called at 9:15 and everyone gathered around. As always, the meeting is about the rules of the event, driver safety, obeying traffic laws, and going over the different sections of the event, (this year there were six), introducing new and first time members, and going over the biggest mistake anyone can make on the Mystery Ride so it's not repeated this year as it seems to have been every in the year past.

I also pointed out Ron and Beverly Cressey who have been on all eight Mystery Rides. If they make it to the tenth one, without missing number nine, I'm going to give them an award.

Now, as to that biggest mistake anyone can make on the Mystery Ride, it is following the person in front of you, assuming they read their instructions. It's a big no no, yet every year someone does it and gets lost. More on that later.

This year's ride was about two hundred miles, broken down into six sections, ending at a fabulous French Restaurant. For those who have never come on a Mystery Ride, it's a ride where no one knows where we are going. You get a set of instructions at the start which gets you from point A to B, but you have to get to B to get then next set of instructions to C and so on. It's a lot of fun.

This year's ride was going to take us through the San Gabriel mountains,



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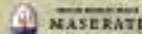
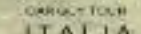
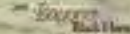
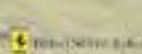
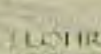
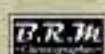
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8TH RUNNING OF KENNY LOMBINO'S MYSTERY RIDE

across the desert, back up into the mountains, and then over to the foothills of the Angeles National Forest for lunch. The ride goes to about 4pm.

So as is typical each year after I hand out the first set of instructions, it's a Le Mans type of start with everyone running to their cars to leave first. No one has to do that of course, as if you get to point B too early you just have to wait for me to get there to give you the next set of instructions, but it has become a tradition of sorts.

Instruction one took us out to Sunland to enter the San Gabriel's. All through the mountains we drove on beautiful back roads. The weather was perfect. We came out in Palmdale and took a fantastic straight two lane highway almost to Gorman. The road was empty, and you could drive to your heart's content. You even got to enjoy some of the Poppies that were still in the fields.

At section 4 things got interesting. In this section, the instruction was to go up the hill 1.2 miles and make a left turn on Pine Canyon. That's it, pretty easy. If you didn't make the left turn and continued straight, you wound up on "The Old Road" This road has a big sign that says road is no longer maintained by the State, travel at your own risk. When I say big sign, I mean about eight feet by six feet, in an orange background with black lettering. Well, you guessed it, car number one did not read his instructions, neither did his navigator, and off they went on the "Old Road" following right behind were 15 others who assumed car number one knew where he was going and off they went. All 16 cars. Like I said, this is where it got interesting.

Meanwhile the other four cars and myself followed the instructions and wound up at the next check point about 40 miles away. We waited, and we waited, and we waited. Where are the other 16 cars? I started calling. Where they were had no cell service. After about 30 minutes I sent someone to back track, as he left a call came in. The driver told me what happened,



they figured out when they got to a gate that barred them from going further they might have made a mistake and turned around.

Oh, by the way I forgot to mention that one of the cars on the ride was an F40, that's right, a classic, rare turbo F40. Yes, you guessed it, he was one of the 16 doing the off road thing. I called the volunteer (Dave Janes) who went to find the group, and told him to come back. The lost group was on their way back to us.

After about an hour of this, the lost arrived with smiles on their faces and stories to tell. What a fantastic club this is, 16 people driving their magnificent machines on a dirt road and they were all laughing and talking about how much fun they had, and how they can't believe they did that.

The owner of the F40, who brought his Enzo last year Mr. Ron Corradini is such a gentleman. He could not stop talking about how much fun he had, and he didn't know his F40 could also be used as a dirt mover.

The gentleman who led the group, posted on

Ferrari Chat that the event was the most fun he had had with his clothes on in years. A grand time was had, and I am always impressed at the caliber of individuals who are members of this club.

Section five was handed out, which got us to section six, both with no further incidents, and then lunch.

Lunch this year was at Le Chene, a beautiful French restaurant out on Sierra Highway in Santa Clarita. Owner Juan made up a most delicious four course lunch for us.

Man it was good, to say there was butter in all of it would be an understatement, but like I said it was delicious.

Well after lunch it was time to go, it was around three and people had to get home. Another fantastic and interesting "Mystery Ride" is now in the history books.

I want to thank you all for coming, and I hope to see you next year when we will run the Ninth Annual Mystery Ride.



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8TH ANNUAL SHOW IN OLD TOWN PASADENA

CONCORSO FERRARI

Article By
Wally Clark
Photos By
Bill Makepeace

A perfect day and 140+ Ferraris—what more could you ask for? Our signature Concours was well attended by club members and the public. With 3 blocks of Colorado Blvd. closed off from the 710 Freeway bridge east to Raymond Ave. in Old Town Pasadena, there was something for everyone to see. We had both sides of the streets covered by Ferraris with vendors and sponsors down the middle Colorado Blvd.

Ferraris through the 2004 model year were eligible to be judged using FCA IAC/PFA guidelines. The judges were really busy as we had a large number of judged cars in 10 classes.

Highlights of the show were the “Super-Car” class that included a 288GTO, a F40, a F50, an Enzo, and the latest supercar, a LaFerrari. Also on display was a very special car, a Ferrari Sergio, which is one of six cars produced using a 458 as a base and was made as a tribute to Sergio Pininfarina.

In addition to the class awards, the “Best In Show” award was presented to Peter McCoy and his 1952 Ferrari 212 Export #0092E. An award was also presented for “The Best Car on the Street”, and it went to Ken Roath who brought the 2014/15 LaFerrari #207774. A special award was presented to Tony Shooshani for bringing the Sergio to the show.

Thanks should go out to all the sponsors and vendors who help make this show possible, and the FCA judges for a job well done.

SF



CONCORSO FERRARI



FCA
SW



Photo captions this page from top:

Super Cars past and present: Enzo, LaFerrari and 275 GTB. Polar opposite of those are Peter McCoy's dainty 1952 212 Export. If the little ol' lady from Pasadena is still around, she must have thought twice about getting her Dodge out of her garage with this impressive amount of Italian horsepower staged on Colorado Boulevard. Elegant two-tone 250 Europa. Gorgeous red 275 GTB.



Photo captions this page from top:

The Ferrari Sergio celebrates the 60 year collaboration of Ferrari with the Italian design house. Boxer engine compartment displays the powerful flat-twelve. Single seat racer brought by Fast Cars/Tillack. The sculpted rear view of the sleek LaFerrari contrasts the delicate posterior of the 1964 250 GT/Lusso which was the pinnacle of Ferrari design fifty years ago. Marv Landon's elegant 365 GT 2+2. Red for as far as the eye can see.



CONCORSO FERRARI

CLASS AWARD WINNERS



BEST IN SHOW

Peter McCoy
1952 Ferrari 212 Export #0092E

BEST CAR ON THE STREET

Ken Roath
2014/15 Ferrari LaFerrari #207774

SPECIAL AWARD OF EXCELLENCE

Tony Shooshani
Ferrari Sergio (One of 6 cars built)

SF

CLASS 1 - EARLY CARS

Platino Peter McCoy
Platino Brendon Gallaheer
Gold Paul Colony
Silver Jerome Dahan

1952 Ferrari 212 Export #0092E
1953 Ferrari 212 Europa #0263EU
1960 Ferrari 250GT Coupe #1671
1962 Ferrari 250GT PF Cabriolet #3009

CLASS 2 - 275/330

Platino Malcolm Barksdale
Platino Mike Adams
Gold Tomy Drissi

1966 Ferrari 275GTB #8545
1967 Ferrari 330GTC #9681
1967 Ferrari 275GTB/4 #10765

CLASS 3 - 365

Platino Mike Adams
Platino Ken Roath
Gold Paul Colony
Silver Dave Bonenfant

1969 Ferrari 365GTS #12503
1969 Ferrari 365GTC #12071
1971 Ferrari 365GTB/4 Daytona #14237
1971 Ferrari 365GTC/4 #14973

CLASS 4 - DINO

Platino Bill Feldhorn
Gold Akram Awad
Silver Michael Lowenstam

1973 246GTS Dino #5838
1972 246GT Dino #3644
1972 246GTS Dino #4794

CLASS 5 - 308/328

Platino Bert Meli
Platino William Zimmer
Platino Brent & Lisa Craig
Platino Tad & Marnie Davis
Gold Jack Walston
Silver Peter Lund

1985 Ferrari 308GTS QV #58381
1987 Ferrari 328GTS #68563
1988 Ferrari 328GTB #77262
1988 Ferrari 328GTS #81888
1987 Ferrari 328 GTS #69511
1986 Ferrari 328GTS #60053

CLASS 6 - 348/MONDIAL/288GTO

Platino Tony Shooshani
Platino Don Franzen
Platino Mike Sage
Platino Tony Cole
Platino Hadley McGaughey
Gold Tom Reu

1985 Ferrari 288GTO #55713
1988 Ferrari Mondial Cabriolet #74861
1992 Ferrari 348 TB #93191
1993 Ferrari 348 TS #95148
1995 Ferrari 348 Spider #98892
1991 Ferrari 348 TS #89165

CLASS 7 - 355

Platino Bob Estrada
Platino Paul Simon
Platino Glenn Kirtley
Platino Paul Zalle
Platino Peter Lund
Platino Peter Riley
Platino Aiden Naughten
Platino Mike Sage
Gold Kevin McBride
Silver George Konig

1995 Ferrari 355 GTS #03965
1995 Ferrari 355 Spider #03399
1996 Ferrari 355 Spider #04365
1997 Ferrari 355 GTS #03279
1998 Ferrari 355 Spider #10598
1998 Ferrari 355 Berlinetta #10291
1999 Ferrari 355 Spider #103039
1999 Ferrari 355 Spider #106251
1997 Ferrari 355 Spider #106741
1999 Ferrari 355 Spider #105114

CLASS 8 - 360/430

Platino Randy Ryan
Platino Brad Hunt
Platino Ron Brown
Platino Michael Castagna
Platino Charles Jung
Platino Mike Sage
Gold Harry Gersten

2000 Ferrari 360 Modena Berlinetta #121992
2001 Ferrari 360 Modena Spider #123627
2004 Ferrari 360 Challenge Stradale #124567
2004 Ferrari 360 Modena Berlinetta #135945
2004 Ferrari 360 Challenge Stradale #134672
2004 Ferrari 360 Challenge Stradale #136965
2001 Ferrari 360 Modena Spider #125088

CLASS 9 - BOXER/TR/F40/ENZO

Platino Carl Tofflemire
Platino Steve Mraovic
Platino Tony Shooshani
Platino Rick Principe
Platino Ron Corradini
Gold Phil Tripoli
Silver Jack Walston

1983 Ferrari 512BBi Boxer #44815
1984 Ferrari 512BBi Boxer #48505
1984 Ferrari 512BBi Boxer #51725
1990 Ferrari F40 #86173
2003 Ferrari Enzo #134288
1987 Ferrari Testarossa #68357
1991 Ferrari Testarossa #86831

CLASS 10 - 550/575

Platino Gary Brill
Platino Scott & Maggie Brown
Platino Andrew Kahn
Platino Bruce Leeds
Platino Bill Kling
Platino Frank Buchholz
Platino Paul Fitzpatrick
Platino Steve Steinhardt
Gold Rafael Roges
Silver Bill Makepeace

2001 Ferrari 575M #130104
2002 Ferrari 575M #127226
2002 Ferrari 575M #128097
2002 Ferrari 575M #127903
2003 Ferrari 575M #134146
2004 Ferrari 575M #134928
2004 Ferrari 575M #139115
2004 Ferrari 575M #135175
2002 Ferrari 575M #128908
2001 Ferrari 550M #113140

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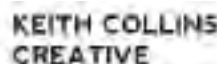
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THE ROUTE LESS TRAVELED

GRAND CANYON RUN

Article By
Kenny Lombino

Photos By
Bill Makepeace and Kenny Lombino

Back in January of 2014, I proposed to the FCA SW Board a 2015 Grand Canyon Run. I had to bring it up early, as it is very difficult to get a block of rooms at a National Park, not to mention you have to pay for them up front which would put a damper in the FCA coffers. The proposal was approved, and I made a note that come late May of 2014 I would start my quest to get us a block of rooms at the El Tovar Hotel on the South rim of the Grand Canyon for early June of 2015. My intention was to obtain 20 rooms, however only 17 were available at the time of booking.

With the event commitment, I announced the Run at Jim Bindman's Vandenberg show last October during the Officer's dinner. After explaining the itinerary of a four-day drive to the Grand Canyon on Old Route 66, 13 of the 17 rooms were taken that night. One FCA member even paid in cash. By that Thursday, the rest of the rooms were sold with a wait list in case anyone canceled. Now we just had to wait the eight months for the Run.

So here we go. June 5th through the 8th, 2015—4 days, about 1,200 miles, mostly on Old Route 66. An anticipated fantastic journey through some of the Southwest's most beautiful scenery, traveling on sections of the Mother Road most people have never seen.

Friday morning we all met up in West L.A. at Norms Restaurant that was conveniently located with a large parking lot. Participants came from Orange County, Valencia, and as far west as Hawaii to partake in this adventure. We had a nice collection of cars including a 360, a 16M Scuderia, a 550, a couple 575s, a 599, 458s, a Speciale, an almost classic 355, and holding up the rear were a Cadillac and a Dodge. An eclectic group to say the least.

Although the start was overcast with a 20% chance of rain, the weather was perfect the entire weekend. We got on the 10 freeway at 9:30 am with no traffic and headed east. We took a rest stop and photo op along the way at the famous Dinosaur location in Cabazon. At Morongo Valley Highway 62, we turned off the freeway and our adventure really started. Starting with a lunch stop in Twentynine Palms.

These locations are fairly remote and the restaurant selections are limited. In spite of that, we found a nice Mexican restaurant with a large parking lot where we had our lunch. Afterwards, my girlfriend Ms. Evie Ryland, manager at the Sugerfina candy company—the Tiffany of high-end luxury candy—had brought presents for everyone: custom-made bento boxes imprinted with our FCA logo and filled with delicious candy. This made everyone quite happy.

Our trip continued after Twentynine Palms by turning onto Route 66 through the desert. We stopped at Amboy, a old '50s style gas stop complete with the period signs, motel, and one old fashion gas pump where we fueled up at \$5.49 a gallon. We continued towards Highway 163 NV to our first stop for the night... World Famous Laughlin, Nevada.

We had rooms at the Aquarius Hotel on the river with special roped off VIP parking. There is much one can say about Laughlin. Let's say for our purpose, Laughlin was perfect. It's the



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GRAND CANYON RUN

people we were all traveling with that was going to make the event great.

We had a few hours to relax, gamble, or whatever before our dinner at 8 pm in the hotel's Vineyard restaurant. Their accommodations were outstanding with one large table for all thirty-one of us. The wine and conversation flowed, and the Italian food was fantastic—an enjoyable time for everyone. After dinner, many went to the tables, others a river walk, a few of us went to smoke fine cigars, and some went to share romance. The end of a great day for sure.

Saturday's journey took us across the Colorado River into Arizona down Route 66 to the old mining town of Oatman, through Butes and Mesa, then into Kingman, AZ. Here we stopped for a Sonic—a drive-in diner that most in our group had not experienced. Our drive continued through an Indian Reservation where the topography and elevation started to change. This is now "Old 66"—very beautiful with wide open, green spaces where the view is to the horizon. The drive is just fantastic. We had just a touch of drama on the road, but not worth mentioning. Just part of the adventure en route to Seligman, AZ for lunch and a gas stop.

After lunch, we had one more section of Old 66 to travel, then onto the freeway for a short distance before exiting at Williams—the gateway to the Grand Canyon.

The last leg. We arrived at the Grand Canyon about 5:30 and checked in to the grand El Tovar Hotel. Its location is right on the rim of the canyon, and no picture you have ever seen does justice to what it looks like in person. It is a most amazing sight.

Before dinner, some in our group walked the canyon while others headed to the bar or chose to take a nap. Everyone made their own dinner reservations to suit their needs and time. There were larger groups, smaller groups, and some romantic tables just for two.

The group decided that night that each would depart Sunday on their own rather than leave at a specified time, and just meet up back in Laughlin Sunday night for another group dinner at 8 pm. This was perfect for everyone.

Sunday morning, many got up at 5:15 am to see the sunrise hit the canyon. Several took the time to sleep in and hike part of the canyon at a more reasonable time. Others took the tour busses around the canyon. Evie and I slept in, had breakfast, walked the canyon in two directions and left around noon.

Most all took the freeway back to Laughlin, however Peter Kudrave plus Evie and I took the more scenic way back, once again taking Old Route 66. If you Google the difference between the freeway and Old 66, it's just 30 minutes. I always chose the road less traveled.

Back in Laughlin, it was more of the same: resting, gambling, sightseeing, and just having fun. Three couples had decided to bypass Laughlin all together and head home or to other adventures.

That evening we returned to the Vineyard restaurant with a tad smaller group. Regardless, the conversation remained as fun and exciting. All had mentioned how much fun they had, what a great trip it was, and how amazing all of the participants were. Many a new friendship was made over that dinner table. After dinner, many went to the tables, some for a walk, and the cigar group went out to the river front for some relaxing and interesting conversation.

Monday was the day to travel back home. All were leaving at different times, and no group activities were planned.

It was a most amazing, fun, adventure. We had no problems, no breakdowns, no tickets, and no controversy. For me, it was a pleasure to organize. One of the things I like best about being a member of this club is putting these events on and seeing so many smiling faces. It truly is a labor of love for me. I had the time of my life, and I thank all of you for coming. Evie and I enjoyed every minute of it, you are all amazing. Be safe, and we will see you on the next one.



Which one will you choose?



Photo: Dirk A. Photography

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FCA SOUTHWEST'S 21ST ANNUAL PICNIC TRIBUTE TO SPIDERS

Article and Photos By
Tom Brockmiller

Once again, and with many thanks to all participants our South Coast Botanic Garden event was a genuine success.

We were all delighted with the turn out of some 50 cars and 100 members with a remarkable display of spiders new and old.

A "California T" was presented by Ferrari South Bay as one of the newest spiders along with a few stunning 458s. Of significance and worth mention was the 1976 308GTS owned in all its original glory since new by Rex and Patricia Parker. It deserves the preservation award.

I believe that over the twenty-one years we have had the pleasure of doing this event that it does the most to promote what our club stands for, that being, cars and friendship in a comfortable and casual atmosphere.

We have always attempted to provide diverse reasons for the assemblage of our beloved Ferrari marque at the Southwest Region's Botanic Garden event. They would have included newly elected board members, the introduction of our "Most Engaged Member", and the presentation of significant and rare racing and road going models, previously, the La Carrera Panamericana Road Race cars of the '50s. This, as well as the sharing of excellent food prepared by members or specialty caterers have made this one of our signature events.

Bruce Leeds, our chairman, did a marvelous job of being master of ceremonies while authentic Italian string quartet music was provided by Marc Process. Further, we wish to express our appreciation to those who gave their time and effort in the form of Wally Clark, Dan Clark, Peter and Elizabeth Riley, Doug Campbell, Richard Lynch and Don West.

SF



Photo captions this page from top:

Central display of Ferrari spiders of all models. Rex and Patricia Parker's all original 308 GTS. Chairman Bruce Leeds as master of ceremonies. Wally Clark, Bill Inglis and Paul Zalle kick back. The South Coast Botanic Garden presents a glorious setting for our Annual Picnic. Beautiful spiders presented like debutantes in a captivating garden setting. Plenty of FCA Southwest hospitality to go around.



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TOM MALLOY

COLLECTION TOUR

Article and Photos By
Marshall Buck, Ph.D.

Tom Malloy and his wife Sharon, the caretakers of their namesake Foundation, have once again generously opened the doors to what is one of the finest showcases of Indianapolis racecars, as well as sports cars and hot rods in the USA. All are scrupulously maintained to the highest standards, and are regularly shown at Concours d'Elegance events, and driven in vintage races around the USA and the world.

The Collection is housed in a purpose built facility which includes an adjacent restoration shop. Tom also owns Ed Pink Racing Engines which keeps the horsepower roaring.

Tom personally conducted the tour, and regaled the crowd of forty enthusiasts with many stories of the cars, their previous owners and drivers, and their exploits.

After the tour, which included the restoration shop, we drove to Miguel's Cocina for a delicious Mexican lunch. We had a private room which met one of Jay Leno's requirements for a good restaurant—we could see our cars in the parking lot.

SF

Photo captions from top:

The Sarkes-Tarzan Indycar took a second at Pebble. Tom found out later that he would have placed first if he had left the original tires on the car!

Tom points out the turbocharged Novi V-8 in this front drive Indycar. The throttle pedal has a block of wood under it to restrain excess horsepower delivery.

Ford GT MkIV. Backup to the 1967 LeMans winner.

Formerly orange, this M8E McLaren sports 800 HP.

The #99 Toyota Eagle MkIII GTP car awaiting restoration for owner J.M. Fangio II. Sold for \$660,000 at Amelia Island 2015.

#98 Toyota Gurney Eagle MkIII GTP car—1,100 HP from 2.1 liters. At 1,925 lbs and with 6,600 lbs of downforce at 300 kph it won 21 of 28 races, with ten 1-2 finishes with the #99 sister car, driven by Juan Manuel Fangio II and P.J. Jones.



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WEST COAST

FERRARI CLUB OF AMERICA
SOUTHWEST REGION

HIGH PERFORMANCE
DRIVING EXPERIENCE
AT **WILLOW SPRINGS**
INTERNATIONAL RACEWAY

Article By
Marshall Buck, Ph.D.

Photos By
Kenny Lombino
Track photos © Caliphotography

I always look forward with great anticipation to each of our twice yearly High Performance Driving Experience events at Big Willow. I enjoy tutoring drivers in the manly (and womanly) Art of Driving on a historic racetrack. This time however, my wife Lorian and I scheduled a cruise from Peru around Patagonia to Buenos Aires at this time, so I was MIA. Fortunately Kenny Lombino organized a team of Ferrari drivers to make the trek to Willow Springs, and I was able to snag some Caliphotography photos of many of those Ferraris on track. Kenny took some pit shots as well so we have a nice package to document the event from a Prancing Horse perspective. Kenny's impressions are in the accompanying side bar.

Thank you Kenny for bringing your Saturday Drivers to the track. I've been cajoling for a long time that our Ferraris have such an extreme performance capability that they need to go to a real racetrack to be properly unleashed. There are nine turns spaced by straight sections so you have an opportunity to refine your ability to connect the turns with wide smooth sweeping arcs that asymptotically increase your speed and safety simultaneously. It can be extremely gratifying when mastered. Steve Schwartz, expertly piloting his Rosso 458 folding hardtop Spider said "What a great weekend, I really felt I was in my comfort zone. The whole program made for a wonderful experience".

Photo captions from top:

Steve Schwartz carves through turn 4 in his 458 Spider. Kenny Lombino pulls G's in his Nero 16M Scuderia Spider. Christian, Kenny, Lisa, Steve, Gary Davis, and Dave. Norman Zalban's stunning 458 Speciale. Evie and Kenny ready for another lap session. Dave Janes wheeling his 360 Spyder. Christian Assouad in his Rosso 458.





WILLOW SPRINGS INTERNATIONAL MOTORSPORTS PARK

Back in early February, Marshall Buck our track guru pulled me aside at a board meeting and asked me to combine my March monthly In Your Area West L.A. ride with his Willow Springs event. They have been falling on the same day for years now. I told him I thought it was an interesting idea and I would ask the drivers that come every month if they had an interest.

It would require them to get up extra early, as we would be leaving at 6:00 am as opposed to 9:30am. Lo and behold, the response was unanimous, a resounding YES!! So Saturday, March 7th, 2015 we all met at the top of Beverly Glen Blvd. by Mulholland to get together, have a Starbucks, and leave by 6 am to drive to Willow Springs. Ten FCA drivers showed up, along with a few friends of mine who don't yet own Ferrari's, and off we went.

We were all very excited, almost like Christmas morning. The experience level was quite diverse, from absolute novice to track mega drivers, and the age difference was quite dramatic as well, 34 through 75. An interesting group to say the least. Oh, did I mention, we had an experienced woman driver—the very talented Lisa Clark in her California.

Okay, back to the event. We drive out to Willow with a half hour to spare before the drivers meeting. The excitement is electric. We sign in, and wait for the meeting to start. The Willow Springs track events are put on in the most professional manner. Time is taken to go over all the rules, discuss the meanings of all the flags, talk about the different run groups, first time novice to semi professional. And of course, what happens if you are a bad boy or girl... you get black flagged, remonstrated with, and in the event of a serious safety violation, sent home for the protection of others. Safety is the number one rule, with fun being second. We had one member in the novice group, most of us in the intermediate group, and a few in the expert group.

What can I tell you, is that SO much fun was had by all. There is plenty of time to drive and relax between runs, you get a total of 5 runs on the track, each about 25 minutes long. You get the opportunity to have instructor coaching for as many of the runs as you would like that's included in the price. Most importantly, you get to learn how to run your car at speed, in a safe environment.

I can only tell you if you have never done it, you need to try it at least once, the skills learned not only make you a better driver on the track, they make you a better driver on our Southern California roads. Can't wait for the next HPDE on the Big Willow track on October 3 and 4.

Kenneth P. Lombino

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CHAMPION IN TRAINING

FLOYD MAYWEATHER MEET & GREET

Article and Photos By
Kenny Lombino

Back in late March, I received an interesting call from FCA friend Obi Okeke of Fusion Motors in Chatsworth. Obi owns Fusion and also happens to be Mr. Floyd Mayweather, Jr.'s personal car broker. Obi asked if our club would have an interest in driving en mass to Las Vegas to meet Mr. Mayweather, watch him train in his gym, and have some photo opps, while being filmed for an Showtime feature on Mr. Mayweather.

Obi offered to underwrite the food cost for everyone, plus get us special rates, parking, and treatment at the Encore Hotel. To top it off he made a very generous contribution to the FCA accounts to promote Ferrari and our events. Sounded like a win win to me. I told him yes, but I would have to bring it up for a vote at the Board level. Naturally, the event passed.

Obi wanted about 20 members in their Ferraris to participate, leaving Friday, April 10th. I sent out an eblast to the membership and man, what a response! The spots went to the first 20 by the time stamp on their email. On the 10th we met at Obi's place of business where he gave us a tour of his showroom, as decal men installed removable decals on our windshields and doors to promote the event. Obi, then sent us all to breakfast next door.

Around 9:30 we were ready to depart for Las Vegas. Obi had asked me to put an interesting ride together for the trip out to Vegas, and I had everyone follow me out the 14N to Soledad Canyon and we took that to the Pear blossom Highway out to Victorville, and then the 15 to Vegas. When we arrived at Mr. Mayweather Jr.'s gym, we made a grand entrance blasting our exhausts as we turned into our special parking area while being filmed by the Showtime camera crew. It was Hollywood at its finest.

We were then escorted by security into the gym. We did not know this at the time, but Mr. Mayweather Jr. had made arrangements for detailers to pounce on our cars and clean them. When we came out later they, were all nice and shiny.

In the gym, there were about a 100 people watching Mr. Mayweather train. We all gathered around to watch, while Mr. Mayweather did his routine: sparing, heavy bag, jump rope, and sit-ups. It was quite an amazing sight, the man is in unbelievable shape.

Afterwards, we went outside to discover our clean cars, and soon Mr. Mayweather came out for the photo opp. What a gentleman he is. When he came out, he greeted us, thanked us for coming, and made himself available for a picture and a handshake. He seemed very touched that we took the time to come out and support him.

Afterwards, we went over to the Encore and parked our cars in the special VIP parking that Obi had arranged, checked in to our specially-priced suites, and had time to relax or gamble before dinner. We met Obi around 10 pm for more drinks—on Obi—and some good conversation about the day's events. All in all, a grand time was had by everyone.

I want to thank Obi Okeke for not only his invite, but his generosity to the FCA SW Region. I also want to thank Mr. Floyd Mayweather, Jr. for his generosity. Very kind of the both of you.

SF



MEMBER'S TRAVELS MARANELLO & MONACO

Article and Photos By
Jim Bindman

A goal for every Ferrari owner is to visit the Ferrari factory. This year was Rita and my third visit to Maranello, and then being guests of the Monte Carlo Ferrari Club in Monaco was a truly amazing experience.

The tour at the factory was naturally wonderful, our guide escorted us through the casting department with robots making the engine blocks, the engine assembly department, the upholstery shop, final assembly for both 8 and 12 cylinder cars and the racing department. The new 488's were just going on the V8 line alongside the 458 and California T.

Planet Hotel is directly adjacent to the factory and faces the new F1 building, and from our top floor suite we could clearly see (and hear) several cars being tested at Fiorano, including a LaFerrari. I want to thank Letizia Silvestri and Stefano Sbettega from Ferrari Los Angeles for arranging our factory tour.

Next stop was Monaco, where we were invited as guests of the Monte Carlo Ferrari Club to have lunch at the Automobile Club de Monaco, the private club that is involved with the Monte Carlo Rallye, Monte Carlo Historic Races and of course F1. Lucky I knew in advance a jacket and tie were required! Our hosts included Ferrari's official singer Richard Lord, who many of our members met last year when he performed for our club, and Gabriel Cavillari, VP of the Ferrari Club and the Ferrari dealer in Monaco for the past 45 years! After lunch, Richard and Gabriel took us to Gabriel's dealership where on the second floor is his private collection of twenty Ferraris including an Enzo, F40 and F50. Being their guest was an experience we won't forget. The club presented me with a Monte Carlo Ferrari Club Tie to designate me an honorary member.

The day in Monte Carlo was another example of how our club offers us the opportunity to meet amazing people who share our passion.

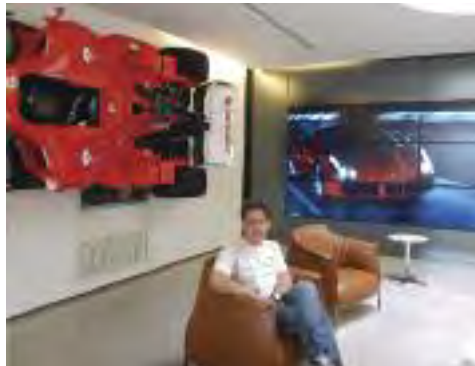


Photo captions this page from top:

Jim stands at the storied Ferrari factory gates before his tour. The waiting lounge of the factory with a previous F1 racer as wall sculpture is the last area where photos are allowed on the factory tour. Rita and Jim Bindman meet Richard Lord at Monaco Motors to view the Ferrari dealership's collection of significant cars. Jim and Rita outside the Ferrari museum. Styling clay of the LaFerrari. Exterior of the Ferrari assembly building.

DRIVING EVALUATION — 2016

FERRARI F12 BERLINETTA

Article and Photos By
Shin Takei



The 2016 Ferrari F12berlinetta is a lightning bolt of a sexy sports car that gives the driver all the thrills of a Ferrari super car. It is the top of the line for the marque because the La Ferrari is a limited edition super sports car and is not mass produced. With the DNA of the legendary 365GTB/4 Daytona which was the quintessential front engine V-12 2-seater Ferrari of the late sixties and early seventies, the F12berlinetta carries on the tradition of what Enzo Ferrari called a true Ferrari. Not until 1996 did a proper front engine V-12 2-seater coupe appear in the form of the 550 Maranello and the 575M, followed by the 599GTB in 2006 and the current F12 in 2012.

Powered by a normally aspirated V-12 displacing 6,262cc with 730hp at 8250 rpm and 509 lb-ft of torque at 6000 rpm, the F12berlinetta accelerates from 0 to 62 mph in 3.1 seconds, and reaches a top speed of over 220mph. It is also equipped with Ferrari HELE system which is a start-stop system that helps the F12 achieve 18mpg, an outstanding figure providing you drive the car in a docile manner. Of course we could never achieve that as we were having too much fun driving it aggressively. All of this is connected to a 7-speed dual clutch semi-automatic transmission which is controlled by the shift paddles mounted behind the steering wheel. Brakes are Ferrari's third generation CCM3 carbon ceramic discs with ABS, SCM-E magnetorheological suspension, electronic LSD, ESP Premium stability control and F1-Trac traction control. The car's stability and traction control, suspension and other settings are controlled by the Manettino dial mounted on the steering wheel.

The styling of the F12berlinetta is pure Pininfarina with an aggressive yet familiar face and striking profile with integrated aerodynamic air-management system forming the bodywork. Extensive testing in the wind tunnel resulted in active brake cooling ducts and airflow channeled over the sides of the engine cover and exiting out the front fenders just in front of the doors. All of this and the rear diffuser help the car hunker down and stabilize it at high speed without a huge rear spoiler. Climb inside and the combination of Italian leather, Alcantara®, aluminum and carbon fiber panels greet the eyes and tickle your olfactory nerves. Our F12 was fitted with the optional carbon fiber racing seats which offered great support yet comfortable in long rides. A plethora of optional accessories like stitching and logos and leather this-and-that adorned the interior. As usual, the infotainment system is inside the instrument binnacle right in front of the driver with all important function switches on the steering wheel which also had the optional upshift LED lights as in Formula 1 racing. The gear and driving mode switches are housed in the center console and easy to access and the dual HVAC system control panel is above that.

Strap in and push the start button and the V-12 roars up to an angry growl that will let anyone around know you're in a genuine Ferrari. Select Sport or Race on the Manettino switch and you're ready for take-off. Realistically, just leave it in Sport unless you're on a race track. As you accelerate at an aggressive pace the Ferrari sound fills the cabin and soon you're in a Ferrari world an exclusive environment reserved for the few who could afford the seat. We took the F12berlinetta along our usual test loop and found it to be exhilarating and intoxicating to drive in a variety of conditions from the open highway to mountain roads and switch backs and the whole powertrain worked smoothly. The F12berlinetta is a true super sports car in the Ferrari tradition. It has carried the DNA from the 365GTB/4 Daytona but in a much comfortable, civilized and well-mannered handling chassis. We only have two gripes: the optional carbon fiber racing seats are adjustable fore and aft but not up or down. If you are not taller than 6'-6", you may not be able to adjust the steering wheel height to find a proper driving position. The window switches are very small and recessed, and our lady tester who had slightly long nails had trouble getting her finger on the switches. Otherwise the 2016 Ferrari F12berlinetta attracted attention wherever we went and was the subject of many taking photos of it alone or with people, because it is plain sexy!





Italian Night

Sun. September 6th

The 7th Annual "Italian Night" end of Summer Run



A low key, scenic drive through the Santa Monica Mountains driving along Pacific Coast Highway at sunset arriving at a fine Italian Restaurant for food and fun.

Bring the wife, significant other, or kids and enjoy beautiful scenery on this under a 100 mile low speed drive.

\$80.00 per person.

Kenny Lombino

lombino@sbcglobal.net

310) 339-8657

Register at www.fca-sw.org

Ferrari Drivers invited to Driving School at Willow Springs Raceway

October 3-4, 2015 Saturday & Sunday



Willow Springs Driving School - Open Track Event
\$245.00 for Saturday & Sunday

You are invited to attend the Open Track Event at Willow Springs International Raceway in Rosamond, CA. This event allows you to run your car at speed on a road-racing course. Cars must pass a technical inspection (download from FCA-SW website. This event is ideal for the beginner (we furnish instructors), and the more experienced driver who wants to improve his or her driving skills. The atmosphere is relaxed with an emphasis on safety and having a good time. All instruction and safety standards included.

Sign up early as event always sells out!

Contact Marshall Buck Ph.D - mdbuck@ieee.org, 310) 836-4390

Download registration/tech/event policy forms at:

www.fca-sw.org/pdf/willowoct15.pdf

*Fast Cars and Even Faster
Intercontinental Ballistic Missile!*

Exotic Car Show

Saturday, October 3, 2015

11 am – 3 pm

*Join the Ferrari Club of America Southwest Region in honoring the
30th Force Support Squadron's 6,000 men and women Air Force
Personnel at the Vandenberg Air Force Base.*



Let's show our support of our troops by participating in this fantastic show on the grass on the 1st green at Vandenberg's beautiful Marshallia Ranch Golf Course.

All exotic sports cars are invited. Optional drive to event leaving the SF Valley.

No cost to attend! Just sign up and come to celebrate!

All cars must be pre-registered to attend. Food and refreshments available.

Optional Private VIP Tour of VAFB and dinner at the Officer's Club on Friday, October 2nd (space is limited).

**For event information, contact Jim Bindman
818) 429.1667, cool4re111@gmail.com**

www.fastcars4vaafb.com



Sunday, October, 11, 2015

The Fourth Annual Soup to Nuts Tour will start in the Anaheim Hills and explore the rural roads, and canyons of Orange County at "medium speeds". The Ferrari trivia contest winners (every car) will win FABULOUS PRIZES.

Starting about 9:30 am, we will go approximately 70 miles and 1.5 hours, ending up at a great restaurant for lunch.

\$30 per person

register at **www.fca-sw.org**

For information contact:
Doug Campbell
714) 595.5786
dougwcampbell@sbcglobal.net



ROGER'S PIE RUN TO JULIAN

Sunday, November 22, 2015

Drive and Apple Pie

Roger's Pie Run was initiated a few years ago by Roger Groves and Jack Curtis because of their love of fresh apple pie. They knew that the Santa Ysabel Bakery just outside of Julian was famous for its pies and decided to find out if the fame was justified. The drive to the bakery was beyond expectations and so the rest is history.

Join us for a repeat of this beautifully scenic fall drive to Julian, CA at the peak of their renowned apple harvest season. Take a step back in time at this retreat in San Diego County's beautiful Cuyamaca mountains to the days of Julian's beginning, rooted in the 1870's gold rush. Get away from the hectic rush of city life and discover the charms of Julian.

Originating at the San Luis Rey Mission in Oceanside, we will arrive at the historic Pine Hills Lodge a true log edifice built in 1912, for a sumptuous buffet lunch which includes coffee and tea plus an apple pie for the driver.

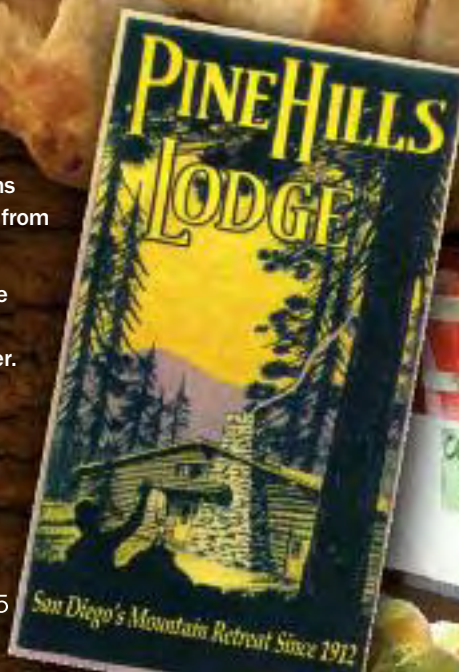
\$44 for car, driver and pie \$24 per additional passenger(s)

For additional information contact:

Tom Brockmiller - ferrariracer@cox.net, 949 584 8061

Jack Curtis - jack_curtis@hotmail.com, 949 419 5654

Register online at www.fca-sw.org





WINE & DINE DRIVE TO THE CENTRAL COAST

November 7&8 2015

Eat, Drive and be Merry
an Epicurean and Wine
Ride & Drive to Paso Robles.

Paso Robles is becoming one of the hottest wine and culinary destinations in California. With an explosion of over 200 new wineries and a surge of new high end restaurants, the Paso area has earned a reputation second only to Napa. In the spirit of the former Sideways Tour, the FCA-SW has organized a two-day ride and drive to Paso Robles to explore the scenery, vineyards and gastronomic landscape of the Central Coast Wine region.

The two-day package includes a Saturday night stay, dinner on Saturday night, and a shuttle service for dinner so we don't have to park our Ferraris in downtown Paso Robles.

On Sunday there will be a special presentation and a hosted lunch at a surprise location so plan on staying for the entire weekend. Sign up early as there is space for only 12 cars.

The fee for the tour will be \$425 for couples and \$350 for singles
– a perfect romantic weekend for any couple!

Contact: Jim Bindman - cool4re111@gmail.com
or Mark Process - dszner35mm@juno.com

Register at www.fca-sw.org



Monterey

2015
FCA MEET

HONORING PEBBLE BEACH RACERS
Ferrari History Returns to Pebble Beach

www.fca2015.org

The Concours at the Ferrari Club of America 2015 International Meet honors Ferraris that raced at the original Pebble Beach Road Races 1950-56. A special presentation of these historic Ferraris will be on the lawn during the Concours at Pasadera/Nicklaus Country Club-Monterey on Monday, August 17, 2015. This magnificent venue is just off Highway 68 near the Mazda Laguna Seca Raceway, site of the Meet's track events.

Preceding the FCA International Meet, Ferraris will be honored with additional classes at the Pebble Beach Concours d'Elegance on Sunday, August 16, 2015. That Ferrari gathering will include, for judging or display, eight Ferraris that raced at Pebble Beach in the 1951-56 road course era.

In addition, on Friday, August 14, 2015 at 10 am, Parade Lap Tours over the original Pebble Beach Road Race Course are to be conducted and all Ferraris that raced at Pebble Beach are invited. The event gathering point is the Old Start/Finish Line Adjacent to the Equestrian Center in Pebble Beach, California and will be open to the public. This is a unique opportunity to see vintage racing Ferraris in the setting that saw them win the last four races held on the road course from 1953 through 1956. This combination of the history of Ferrari and Pebble Beach presents a once in a life time viewing opportunity. See you at the Meet!

2015 FCA Meet - Monterey - Sunday, August 16 - Wednesday, August 19, 2015



WELCOME New Members

We look forward to your participation at FCA Southwest Region events! www.ferrariclubofamerica.org



| | |
|---|---|
| Ryan Baksh Redondo Beach | Thomas Peck Irvine |
| Jeffrey Marchesani Redondo Beach | Michael Gittelson Los Angeles |
| Jimmy Chang Rancho Palos Verdes | Nick Guido Glendora |
| Vahid Berdjis Claremont | Richard Chandler Huntington Beach |
| Patrick Carter Newport Beach | George Metsos Studio City |
| Harry Lee, II Palos Verdes Estates | Paul Simon Wildomar |
| Blake LeVine Altadena | Kathleen Naughton Huntington Beach |
| David Odland Henderson | Rami Haddad Lancaster |
| Jonathan Novack Upland | David Rowe Rolling Hills Estates |
| Milton Kawasaki Honolulu | Cary Eisenlohr Signal Hill |
| Sean Dynes Bonsall | Jim Migliaccio Carlsbad |
| Serena Silvan Laguna Niguel | Andrew Do Santa Ana |
| Jeff Henyan Foothill Ranch | Erik Jensen N Hollywood |



FERRARI CLUB OF AMERICA SOUTHWEST REGION

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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.

Please refer to Material Deadlines for submission dates. Email editorial materials to the *Sempre Ferrari* editor at tex@synchronis.com.

Address Change and Missing *Sempre Ferrari*: Please contact Membership Chairperson, contact information on page 3.

ADVERTISING

***Sempre Ferrari* Commercial Advertisement Rates:**

Color placement per issue:

* Long Term commitment required.

Magazine trims to 8.5" x 11"

For bleed artwork add .125" on all sides

| Ad Placement: | Artwork dimensions | Color |
|--------------------------------------|--------------------|--------|
| Full Page - Inside front/back cover* | (8.5"w x 11"h) | \$400. |
| Full Page - full bleed | (8.75"w x 11"h) | \$400. |
| Full Page - inset | (8"w x 10.5"h) | \$400. |
| Outside back cover* - inset | (8.25"w x 8.25"h) | \$400. |
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| Half Page Horizontal - inset | (7.5"w x 4.75"h) | \$200. |
| Half Page Horizontal - bleed | (8.5"w x 5.5"h) | \$200. |
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| Business Card | (2" x 3.5") | \$75. |
| Business Classified | 40 words maximum | |

Material Deadlines:

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

December 1st
March 1st
June 1st
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: cool4re111@gmail.com.

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

FERRARIS FOR SALE

Offer your well cared for Ferrari to a fellow FCA Member: Classified ads are free for one issue.

FERRARI PARTS FOR SALE

Parts for 275 GTB/GTS or 330 GTC: (Some parts fit Lusso) 2 complete and perfect NOS tail light assemblies (housing + lenses)-Lusso or early 275GTB, 1 NOS Carello reverse light lens for 275 GTB 18,500.716, 1 outside door handle (275GTB, Lusso), Window drip moldings for 275GTB4 left and right, Chrome trim moldings for threshold, Cavis window washer bag, Right Front Bumperette for 275GTB Longnose, two 275GTB wind wing latch handles; 29 new and 5 used exhaust hangers, 5 thumb nuts for air cleaner, 275GTB wind wing chrome frame + 2 pieces of glass, Tapered spring for 275GTB shift lever, Shift knob with both stock lever and short lever, 1 pr NOS rubber axle boots for 275GTB/S or 330GTC, Dash toggle switches for 275 GTB,GTB4 used, Brake Booster, used, gas tank level sensor, used, Original Fiamm oil bottle, set of 6 Everest Wrenches, set of 8 Beta Wrenches, Connecting shaft between shift lever and transaxle, 2 Michelin 205 VR 14 tires – as new, never mounted. Original 275GTB tool bag with some tools, Ferrari wheel chock, 275GTB jack, Blue cotton cover for 275GTB, 9x32 ring and pinion. Parts for other models Veglia Borletti Ammeter for Daytona, used, Jack and Jack bag for 308. For photos and prices contact Tino Mingori via Email: tino.mingori@stanfordalumni.org. (04/15)

Miscellaneous Ferrari items for sale: 308 Nose bra by Wolf \$35. 308 Car cover \$25, 308 Test pipe \$195. 308 air conditioning hoses with original factory ends \$95. Momo boxed set Ferrari formula 1 40 years 1948-1987. 40 color prints \$450. Ferrari factory boxed set 50 years 1947-1997 17 prints /posters \$175, Nardi framed color prints 156F1, 275P, 250SWB, 250 Cal spyder 4 of \$425. Tods ladies driving shoes Red size 7 1/2 brand new still in original box \$375. Ferrari flags 4 of \$25 each Italian license plate black with aluminum frame #FI837952 size 19 1/2"x 4 3/4" \$75. Murray Cogan 1-818-923-3255, mtlmurray@aol.com. (04/15)

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