



SOUTHWEST
REGION

SEMPRE FERRARI

Vol.24 No.3

May-June 2017





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PRESIDENT'S MESSAGE



Hi FCA Southwest Region Members,

This year is off to a fast start and we are moving into a packed summer.

We just celebrated the 10th Annual Concorso Ferrari in Old Town Pasadena. It was another great success thanks to Marv Landon and his crew. I enjoyed being able to see so many of you and to meet those I don't already know. Thank you for coming out to share your cars with the public and inspire the next generation of Ferrari owners. Hopefully you took home a trophy or learned what you need to do to get one next year. You will have to wait for the next issue to get an extended writeup on the event. It will be worth the wait!

Concorso Ferrari & The Enzo Birthday Party at The Petersen are now in the history books completing two of our biggest events of the year, but that doesn't mean we are done.

I just signed up for six events and we have three summer weekends that have double headers with events on Saturday & Sunday of the same weekend! We try not to take up all of your free time but sometimes our events are limited. We want to make sure you have plenty of excuses to take your Ferrari out for a joy ride, even if only to attend a garage tour and get some inspiration for your future collection.

We have a couple of amazing free events this summer. Our Botanic Gardens Car Show and Picnic will be free this year as a celebration of our membership. Also Fast Cars has invited us again to an open house with lunch provided.

Sign up early and often.

I hope you enjoy this issue. We have a lot of great content. Tom Brockmiller is the subject of this month's past-president profile, and Michael Hagerty is our featured member. Both are fantastic guys and I think you will enjoy getting to know them better. We have a new Mattioli Tech Tip to keep you informed about your car and Kenny's 10 years of Mystery Rides concluded with a weekend getaway. Kenny has decided to retire from throwing this event. Let me know if you want to take up the mantle or you have other ideas as we shape up the 2018 calendar, and don't forget to check the In Your Area listings for some changes. There is more good stuff in here but I will just let you get to it.

A big thanks to your VP Jim Bindman and all our event coordinators for packing out the summer with events and other behind the scenes work.

See you soon and don't forget to accelerate through the corner.

A handwritten signature in black ink that reads "Rich Kidd".

Richard Kidd
President/Director
Ferrari Club of America Southwest Region



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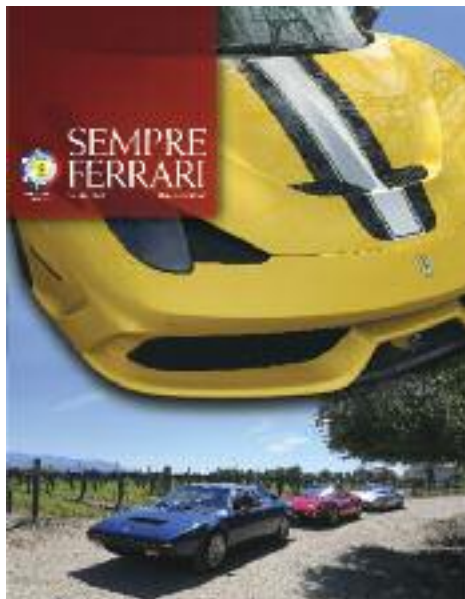
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THE FCA SOUTHWEST REGION

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In Your Area Orange County, The Ortega Run



Marshall Buck Ph.D
TRACK CHAIRMAN
365 GTB/4 Daytona
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mdbuck@ieee.org
Driving School at Willow Springs

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
Tex Otto 2009-2011
Diane Peterson 2011-2013
Peter Carniglia 2013-2014
Bruce Leeds 2014
Kenny Lombino 2014-2016



FCA SOUTHWEST EVENTS CALENDAR

UPCOMING EVENTS - VISIT WWW.FCA-SW.ORG FOR THE LATEST INFORMATION



May 20-21, 2017 - WEEKEND

Contact for availability

VINCENT WINERY/BACARA RESORT & SPA

Weekend drive to the Santa Ynez Valley and Santa Barbara for a luxurious adventure.
Peter G. Kudrave, AIA - pgkudrave@kudravearchitects.com, (213) 955-0005



June 3, 2017 - SATURDAY

Details page 33

DAVID LEE COLLECTION TOUR & LUNCH

Exclusive tour of David Lee's Supercar Collection.
Jim Bindman - cool4re111@gmail.com, (818) 429-1667



June 4, 2017 - SUNDAY

Details page 35

BOTANIC GARDEN FERRARI SHOW & BBQ

Display your Ferrari and enjoy a complementary BBQ lunch in the beautiful garden setting.
Tom Brockmiller - ferrariracer@cox.net, (949) 584-8061



June 11, 2017 - SUNDAY

Details page 18

SAN MARINO MOTOR CLASSIC

Over 40 judged classes of collector cars at beautiful Lacy Park in San Marino, CA.
www.sanmarinomotorclassic.com



June 24, 2017 - SATURDAY

Details page 35

FAST CARS OPEN HOUSE & BBQ

Tour the world-class restoration shop and enjoy a complementary BBQ.
Jim Hunter - jim@flat-12.com, (323) 252-0909



June 25, 2017 - SUNDAY

SOLD OUT

BRUCE MEYER & TONY VINCENT COLLECTIONS

Private tours of two magnificent garages with brunch.
Jim Bindman - cool4re111@gmail.com, (818) 429-1667



July 15, 2017 - SATURDAY

Details page 36

PALOMAR OBSERVATORY DRIVE & TOUR

Exclusive tour of the visitor center and the three active research telescopes.
Tom Brockmiller - ferrariracer@cox.net, (949) 584-8061



July 22, 2017 - SATURDAY

Details page 36

DRIVE TO ART CENTER STUDENT SHOW & LUNCH

Drive to renown design college and view student work with fine cuisine lunch.
Peter G. Kudrave, AIA - pgkudrave@kudravearchitects.com, (213) 955-0005



September 3, 2017 - SUNDAY

Details TBA

ITALIAN NIGHT

Scenic drive along the coast during sunset with an Italian dinner with friends.
Kenny Lombino - lombino@sbcglobal.net, (310) 339-8657



September 15-16, 2017 - FRIDAY & SATURDAY

Details page 37

VANDENBERG EXOTIC CAR SHOW & VIP TOUR

Show our support of our troops by displaying your car on the Marshallia Ranch fairway.
Jim Bindman - cool4re111@gmail.com, (818) 429-1667



October 13-14, 2017 - FRIDAY & SATURDAY

Details page 38

EDWARDS AFB EXOTIC CAR SHOW

2nd annual display at the Air Force Base where the Space Shuttle returned to earth.
Jim Bindman - cool4re111@gmail.com, (818) 429-1667



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Stretching from the Golden Gate Bridge to the peninsula of Palos Verdes, the Mattioli Automotive Group is the North America's premier Ferrari dealership group. Comprised of Ferrari Beverly Hills, Ferrari Maserati Silicon Valley, Ferrari South Bay, and the newly added Ferrari Westlake and Ferrari Los Angeles Service, the Mattioli Automotive Group is proud to offer the largest community of Ferraristi in California our one-to-one boutique approach committed to delivering exceptional service and full satisfaction to every client.

In addition to this unique network of factory-authorized Ferrari dealers specializing in new and pre-owned sales, service, Classiche factory certification, collision repair and genuine parts, the Mattioli Automotive Group also includes the first Ferrari Factory Authorized Body Shop on the West Coast; as well as Championship racing team - Scuderia Corsa with Ferrari, which offers Ferrari clients a completely customizable program from track-day events to GT class worldwide racing that can be tailor made for participation in the most exciting and historic endurance races in the world.

Whether you are new to the Ferrari family or a devoted enthusiast, you will quickly find that the passion and dedication of our Ferrari dealership is second to none. We invite you to join us to experience the excitement and joy that is Ferrari.

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To learn more about Mattioli Automotive Group or to schedule an appointment, please contact one of our Sales Associates and Service Managers. Inquire about Ferrari Financial Services lease opportunities on both new and pre-owned Ferrari today.

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AND YOUR FERRARI



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Bill Makepeace
562) 745-5499
billsteves@aol.com

First Sunday of each Month drive your Ferrari and meet your friends at a wonderful bayside restaurant. Come join us at our ew meeting location: Crab Pot, 215 Marina Drive, Long Beach, CA 90803. Please feel free to call your host Bill Makepeace 562) 745-5499 or Doug Campbell 714) 595-5786



SECOND SUNDAY EACH MONTH - THE LAKES IN THOUSAND OAKS - PIAZZA GRANTURISMO - **NEW VENUE!**

Christina Zolotova
805) 601-7140
events@ferrariwestlake.com

A monthly tradition since September 2015, Piazza GranTurismo is hosted by Ferrari Westlake | Ferrari Los Angeles Service every second Sunday of the month, from 9-11am at a beautiful new location at The Lakes | 200 Thousand Oaks Blvd. in Thousand Oaks.

Combining high performance with a relaxed setting, PiazzaGT is a way to experience elegance, sophistication, and passion for luxury automobiles next to the great driving roads throughout the Santa Monica Mountains. The meet features dedicated Ferrari Corral parking and complimentary coffee and is open to all exotics and fine vintages. To find out more information, please contact events@ferrariwestlake.com or visit piazzagranturismo.com.



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 - COFFEE BEAN & TEA LEAF

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 turnout of a wide diversity of cars from vintage Ferraris to the most modern machines on the road. See you there!



EVERY SATURDAY - ALISO TOWN CENTER IN ALISO VIEJO - CARS & COFFEE

Wally Clark
714) 630-9202
clarkinc@pacbell.net

Aliso Town Center Cars & Coffee meets every Saturday morning from 7 am to 9 am. 26701 Aliso Creek Rd., Aliso Viejo CA 92656 carsandcoffeealisoviejo.com

PETERSEN

Second Saturday of each month - 9 am - All members welcome!

FCA SOUTHWEST REGION BOARD MEETINGS

6060 Wilshire Blvd. at Fairfax, Los Angeles, CA 90036

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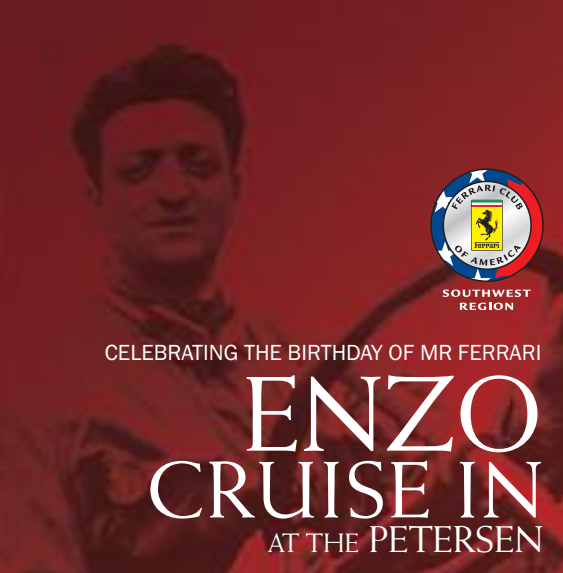
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CELEBRATING THE BIRTHDAY OF MR FERRARI

ENZO CRUISE IN AT THE PETERSEN

Article By
Jim Bindman Photos By
Petersen Automotive
Museum

Every year The Petersen Automotive Museum hosts our annual Enzo Ferrari Birthday Cruise In, which typically attracts more Ferraris than any other event. As always, we appreciate the efforts of Terry Karges, Sam Stevenson and Sandy Scott at the Petersen for hosting the event.

This year, through the FCA and the Petersen, over 250 cars signed up for the Sunday morning event. Rain was in the forecast for the morning, but was expected to clear up in time for the event. With the potential for rain, only about 90 Ferraris ultimately arrived at the venue. As always, the Petersen provided great coffee and bagels. A little drizzle swept through mid-morning but didn't affect the event and wasn't enough to even cause any umbrellas to be utilized. The museum was packed with spectators who enjoyed the display. For those members that kept their cars at home, we can confirm that NO Ferraris melted and NO red paint residue was seen on the parking lot concrete surface.

The highlight of the event was the presentation of the 2016 FCA Southwest Region's Most Engaged Member Award. President Richard Kidd proudly presented the award to Bill Makepeace. As a new board member in 2016, Bill organized several popular events for our members and acted as club photographer at many events. Besides organizing events, Bill probably attended more events than any other club member!

While we truly needed rain in southern California, hopefully next year Mother Nature will cut us some slack and provide a sunny Sunday in late February.

SF



Photo captions from top:
A wide spectrum of Ferrari types celebrated Enzo's birthday at the Petersen. Vintage admirers of a vintage 308. Sculpted Maranello. An angry 458 Speciale stance. Richard Kidd (L) and Jim Bindman (R) present Bill Makepeace for his well deserved Most Engaged Member Award. An artist is inspired by the Ferraris.

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Article and Pit Photos By Marshall Buck, Ph.D. On Track Photos By CaliPhotography

Ferrari owners who live in Southern California know that using your finely tuned Ferrari to drive around in heavy traffic is no fun.

Some of us are lucky to be invited to spend a weekend in the Mojave Desert at the oldest road course in America, Willow Springs International Raceway. The big 2.56 mile nine turn ribbon of asphalt has seen everything from go karts to Trans Am, vintage race cars and Indy cars. It is often used by the car mags for testing, and the lap times are available so you can measure your own level of skill and bravado against pros like Randy Pobst.

If your goal is more modest, like just acquainting yourself with the capabilities of your own car on a dedicated track at your own speed, this is a great venue for real fun.

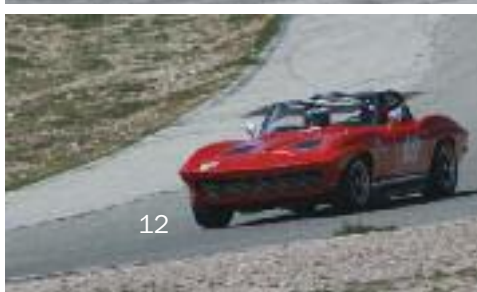
120 cars and drivers made the trip this weekend, and were able to enjoy the attention of a trained squad of instructors who are happy to show you how to be smooth, fast, and safe.

Several drivers were new to the track, and took full advantage of the instructors: Eric Marsten drove his red 430 Spider and progressed very rapidly. Terry Goldberg herded his 2009 gun metal grey 430 coupe skillfully. J. R. Roerhig enjoyed his 2010 red 458. Paul Eisenberg was more experienced and chose the fast blue group to exercise his blue 2010 458. Sam Kiev is a regular and brought his 2009 Scuderia. A mystery driver wheeled a beautiful red California coupe smoothly around the challenging track. Tony Hart was seen in his vintage red Corvette, and Steve Schwartz left his 458 at home to enjoy his quick McLaren MP4-12C.

BTW, the track photos are available for purchase at www.caliphotography.com

If you missed the event, you can sign up for the next one on the first weekend in October.

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FRIDAY AUGUST 18
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BRUNCH, DRIVE AND PRIVATE TOUR

NETHERCUTT COLLECTION AND RESTORATION SHOP

Article By Denise Ferrari Photos By Bill Makepeace

Every year we get to visit one of the most incredible car/music museum collections in SoCal. This year was a special treat for all in attendance. We were taken in to the Nethercutt Museum restoration garages by Chief Curator Skip Marketti.

The day started with a yummy and filling brunch at my home in Newhall (yes, there is life up there off the 5/14 freeway interchange!) With 16 Ferraris parked in my driveway, what could be a better start to a day?

The drive was led by Kenny Lombino and was sooooo wonderful, winding through the green valleys out beyond Santa Clarita. The route I had planned turned out to be about an hour and fifteen minutes of uncluttered, nicely open, windy roads. Everyone stayed together, and even Timo's cool old roadster enjoyed the drive.

We arrived at our pre-saved parking area just in time to take some pictures and get over to the Nethercutt start point. I learn something new every time I go on the Collection Tour, even though I have been over 20 times. Many Pebble Beach winners are in the collection, along with other show-winning classics. Always at the end of the tour, on Cloud 99, the 3rd floor, the music is as grand as the cars. Music Curator Kyle Irwin does an incredible job illuminating many of the special cars and then treats us to a concert of his beautiful musical instruments. Phantom of the Opera is especially impactful played on the Mighty Wurlitzer Theatre Pipe Organ, with pipes surrounding the room.

Once we were finished with the first tour, only our group was allowed to stay for the restoration garage tour. The pictures tell the story, but WOW, what a wonderfully laid out group of shop rooms. The team there has to tear down and rebuild most incoming cars, and we were led through the processing areas with the various stations of machines and tools, car parts in various stages of repair. The collection's only Ferrari, a 1967 365 California Spyder, was uncovered for us to see and take pictures. It was being readied for the Palos Verdes Car Show, so was looking especially gorgeous. Other behind the scenes cars were there, in different phases of completion for display, all great to see up close.

New members Roy and Meryl Friedman told me afterwards, that this first FCA-SW event would be hard to top. The board and engaged members enjoy those comments and continue to strive to make each event better than the next.

Thank you to all who came and enjoyed. See you next year!



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18TH RUNNING

ORTEGA

TO THE
PONTE WINERY & INN

Article By
Tom Brockmiller Jim Hunter, Bill Makepeace, Royce Rumsey

Photos By

I can't believe it. Eighteen years and it only gets better.

Beautiful cars, good friends and weather that turned out perfect. No water on the road to perturb the likes of Malcolm Schnee. No hold ups on the Ortega and the Highway Patrol had an unsuccessful day because we have learned to behave, mostly.

Of significance, was a newly arranged start location at the lovely home of Shannon and Tommy Tallarico, just off the Ortega and providing his guests with a wonderful assortment of coffee and sweets and restrooms. Did I say restrooms? Yes, I said restrooms. When I said it only gets better I really meant it. In the eighteen years of the running this was the FIRST time we have had such a luxury. We thank the Tallaricos, profusely, and have been assured of a return invitation.

The route reverted to the one we had used some years back, through the diminished avocado groves of Fallbrook, horse farms, country villas and a few goat farms. All in all providing us with a circuitous, challenging and fun drive. We got lucky, the mapping was correct, and in 62.2 miles and about one and one half hours all 51 cars arrived to a dedicated parking area in front of the winery.

The Ponte Winery and Inn has turned out to be quite special, providing us with a Champagne reception, 20 discounted guest rooms for those staying overnight, all were reserved, and provided these participants with an opportunity for further indulgence in dining and making new friends.

The event would not have been the Ortega Run had it not been for, the one and only, Peter Riley. While one of the organizers, he was also our "Master of Ceremonies" at the beautifully presented buffet luncheon including wine. Peter could not have been more fun and provided us all with laughs and the warmth of togetherness that has become a hallmark of our Club.

Mr. Troy Emerald (new member) and his father were the recipients of the Ponte Winery gift basket which included a night's stay at the Inn and two bottles of their best. We were pleased for them.

I would like to mention the only incursion of rules as set down by Enzo, was a participant with an off brand GT3 carrying permanently affixed Cavallino fender shields. What can I say?? Loyalty matters.

Yours Truly and thanks to all,
Tom Brockmiller, Peter Riley and Jack Curtis

SF





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San Marino Motor Classic
June 11, 2017 - Lacy Park, San Marino, CA
www.sanmarinomotorclassic.com



JUDGING SEMINAR

Article By Wally Clark Photos By Tom Brockmiller

On March 25 we held a seminar to explain the FCA Judging criteria using the IAC/PFA rules for judging Ferraris. It was meant to be a refresher for current judges, an explanation of how a Ferrari is judged for members who have never had their car judged before, and a quest to interest more members in becoming a FCA judge. We had over 30 people attend, and many brought their Ferraris for us to look at and use our judging knowledge on how the cars would be judged.

The seminar started with the showing of the FCA judging presentation that is on the FCA national web site that pretty much explains the process in which the cars are judged at Annual Meets. We further explained that not all the judging that takes place at an Annual Meet would be used in our local concours judging, which includes the Preservation class, Futuro Classico class and the Coppa Bella Macchina and Coppa GT judging that are done at the Annual Meets only. All cars start with a possible 100 points and are judged for authenticity as they came from the factory. In the seminar we also explained the new points system where awards are presented based on the judges evaluations of each car judged.



The old points system (used up to 2016) was that cars earning points from 95 to 100 were awarded a Platino (Platinum), which can be many in a class. Cars that received 90 to 94 points were awarded an Oro (Gold), which could only apply to one car per class. Cars that received 85 to 89 points were awarded an Argento (Silver), which could apply to only one car per class.

The changes, which applied for last month's Concorso Ferrari Pasadena show will be that a Platino award will now be 97 to 100 points, an Oro award will be from 92 to 96 points, and an Argento award will be from 87 to 91 points based on a system adapted by the IAC/PFA committee in 2016, and as used for the past two FCA Annual Meets and at the Cavallino Classic in Florida.

We further went over the judging materials including the three judging sheets used for each car for the exterior, interior and chassis. With these judging sheets are included a standard deduction schedule that attempts to standardize deduction for common items. We explained how the 3 judge team works together in judging the car, including introductions to the entrant, the judging process, and the discussion of the car away from the entrant.

There were many questions from the audience that were brought up in regard to aftermarket items on the cars, deductions for non-original items, and discussions on paint issues.

I would like to thank John Clinard of the Ford Design Center in Irvine for hosting the event and to Tom Brockmiller and Peter Riley for assisting me in the seminar.

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Article and Photos By
Kenny Lombino

On April 8th 2017, 42 Ferrari participants gathered in the parking lot of Marie Callender's restaurant for the running of the tenth and final "Mystery Ride." Let me start with a bit of history on the Mystery Ride and why this is my last one.

I started the Mystery Ride back in 1987 when I was a member of "The Harley Owners Group." It was a lot of fun, well received and I organized it for quite a few years. In 1999 when I bought my first classic car, a Jaguar E-Type, I joined the Los Angeles Jaguar Owners Club, and soon became their Touring Chair. Being that it was my responsibility to come up with interesting runs to take the club, I included the Mystery Ride as one of them. In those days it was a bit longer than what I have done for the Ferrari Club of America, and the Jag owners nicknamed my Mystery Ride "The Back To Bataan Run" as it was in the 350 mile category for a day run. That went on for about 5 years.

In 2001 I bought my first Rolls Royce, and wound up being a Board member of the Rolls Royce/Bentley Club. I did the Mystery Ride for them once. After the first and last one, the Rolls Club felt it was not their type of event, even though for them I limited it to just over a hundred miles. You know the Rolls owners, they like driving to restaurants and having a glass of wine.

In 2006 when I joined the Ferrari Club of America and started immediately going to Board Meetings, I offered my services as a run organizer and volunteered to do a Mystery Ride. My reputation preceded me as the organizer of The "Back To Bataan Run," and I was given permission to put the event on without help from a co-organizer and the run was put on the calendar for the spring of 2007.

In the last ten years that I have been doing this, each event has sold out. At least 8 members have come on 7 of the events, 1 has been on nine, and one couple, Ron and Beverly Cressey, have been on every one of the ten!

We have had a lot of fun on these events. They have always have included great back roads, each year being a different route, and always included a fine restaurant for our lunch. We have had no incidents of any consequence.

There have been some of the interesting things that have happened on the Mystery Ride. Each year except this one, drivers would do a Le Mans type of start running to their cars to be first out of the parking lot. This I never quite understood, because if you got to the next check point a half hour before every one else, you still had to wait for me to get there to give you the next set of instructions.

And there are the instructions. I always remind drivers to not assume the person in front of you has read his instruction sheet, and don't just blindly follow them. This is never adhered to and each year a group gets lost and they have to call me on their cell to find out where we are. This happens each year, but I'm happy





to say we never lost anyone for too long. Then two years ago we had a run, and at the check point I gave out an instruction sheet that said go 1.5 miles and turn left on such and such road. Well you guessed it, 14 people followed the lead car who made the wrong left turn and proceeded down a dirt road. Now why in the world they did not realize I would never have our Ferraris go down a dirt road is baffling to me, but they continued down that road for 8 miles and only stopped because they came to a locked gate.

Now here is an interesting perspective on people's attitudes. A driver in a classic F40 said he never knew his front spoiler could be used as a plow to move dirt, cracked said spoiler, and then said it was the most fun he ever had with his F40. He could not stop thanking me for putting on the event and considered the mistake all part of the adventure. Almost all have enjoyed the run, which I assume is why it sells out every year and why we have so many return to do the event year after year.

Why have I retired the event? Well, there are only so many combinations of 250 mile loops one can do without repeating the same route again. That was something I did not want to do. This was also the reason I made this last one an overnigher, as that opened new roads for me to use. I wanted to leave the members wanting more and not see the attendance go down, which is what I believe would happen if I started to recirculate routes. I wanted the members to have nothing but great memories of the roads we traveled and not get bored with the run. I wanted to leave on top with a positive impression of the event, and lastly, in truth, I felt a bit burned out on doing them. Between all the clubs, I've done about twenty two of the events. This is why this year's was the final one.

Now, on to this year's Mystery Ride. Last year after doing the ninth and completing what I felt would be the last combination of new roads, it hit me that if I made it a weekend I would have all new roads to choose. It would be fun and we could open it up to bring the wives and significant others. Most of the past runs were just the boys.

Now, how do I make it attractive to companions? Make it a romantic weekend! That was the ticket. Hmm, what would they want on a romantic weekend? Well first off they would want great accommodations, they would want an easy drive, great food, and a beautiful location.

So this was my plan, and I'm happy to say it worked. 19 couples, and 4 single guys signed up for the weekend. I wanted the run to be simple so to ease the odds of anyone getting lost, to have beautiful scenery, easy roads along with some twisty ones for the driving enthusiasts, a great restaurant, and most important—a great hotel with an ocean view.

Our ride this year took us up the 5 Freeway to Lake Castaic where we turned off into the mountains. Driving past Lake Castaic, we came out at Lake Elizabeth Road which we took through the mountains out to the desert. We continued up Highway 138 to the town of Gorman, where there is a secret turnoff that comes in from the back. The wild flowers were amazing, mountain sides covered in yellow, purple, and orange with breathtaking views. After a gas and rest stop in Gorman, we proceeded to Frazier Park through the village into the Los Padres National Forest driving through the small village of Pine Mountain. An amazing mountain road took us back into the desert and to the town of New Cuyama where we stopped for lunch at the Buckhorn BBQ restaurant. They had a private room for us and we all ate our fill. This is a fun stop, kind of a biker bar, with live music and great food.

Then it was off onto Highway 166 west to the town of Santa Maria. In this section, Mother Nature outdid herself with wild flowers. Amazing!! Gaining in elevation and going up into the mountains once more, we passed fantastic vistas, beautiful streams and rivers, and just fantastic scenery along with many historic old farm scenes.



2017 LAST & FINAL

MYSTERY RIDE

At Santa Maria, we entered the 101 N driving to our final destination for the day, the Lighthouse Suites Hotel at Pismo Beach. We arrived at about 3:45pm, checked in, and had a few hours before our cocktail hour at Vantana Grill at 7pm.

The restaurant was within walking distance to our hotel, so guests did not have to worry about having a few drinks and driving back. Everyone had a one bedroom suite with two bathrooms and a balcony overlooking the Pacific. The hotel also had underground parking.

The dinner was in a private dining room overlooking the Pacific at sunset. The tables were arranged in a U shape so everyone could see each other and take in the view. Cocktails and hors d'oeuvres were consumed, conversation flowed, and new friendships were started.

Right before dinner was to be served we had a few announcements. I thanked everyone for coming, explained the history of the Mystery Ride, and then turned over the announcements to our President Richard Kidd who gave some updates on the club. This was followed by some upcoming events information given by our Vice President Jim Bindman, and lastly me again recognizing some of our members. Bob Wass was mentioned for being on 9 of the 10 Mystery Rides, and Ron and Beverly Cressey were given a trophy for attending all ten of the Mystery Rides. That's what I call commitment to an FCA event.

Dinner was served which was Prime Rib or Mahi Mahi with all the fixings, and New York cheesecake for dessert. After dinner, people lingered for a while having their coffee, and then a group went up to the bar to continue the party.

Sunday morning you were on your own. Some left at the crack of dawn, some stayed for another night, others headed off to other destinations, and a group of 10 came with me on a back roads tour going home on Route 1 with a lunch stop at Jalama Beach.

So the tenth and final Mystery Run is in the history books. It was the best one yet. For those of you who came, I thank you from the bottom of my heart. You are what makes this club great. For those of you who were unable to make it, don't worry, I have other ideas for some back road traveling including trips to San Francisco, the Sequoia National Park, and maybe a tour of Europe.

Being a member of The Ferrari Club of America has been one of the best decisions I ever made, I hope you feel the same way. It's a labor of love for me to put these trips on, and as long as you want me to continue, it will be my pleasure. After all, "It's the best car club anyone could be a member of."

SF



Photo captions from top:
Looking back on the road. Lunch at the Buckhorn. Kenny presents an award to
Ron and Beverly Cressey for attending all ten Mystery Rides.
Kenny with Michael Adams. Dinner at Vantana Grill.
A beautiful sunset brings a close to the Mystery Ride series.

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TECH TIP

Fastening your seat belt will help protect your brakes

Article and Photos By

From Mattioli Automotive Group - North America's premiere Ferrari dealership group comprised of Ferrari South Bay, Ferrari Beverly Hills, Ferrari Silicon Valley, and the newly added Ferrari Westlake



As odd as this may sound, it's true. This is due to the fact that all model year 2010+ Ferraris are equipped with a sophisticated electric parking brakes system.

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For this reason, the Service Managers at Mattioli Automotive Group encourage you to fasten your seat belt every time you move your vehicle, even if it is just in the garage. By doing so, you are ensuring the safety of yourself and your prized Cavallino.

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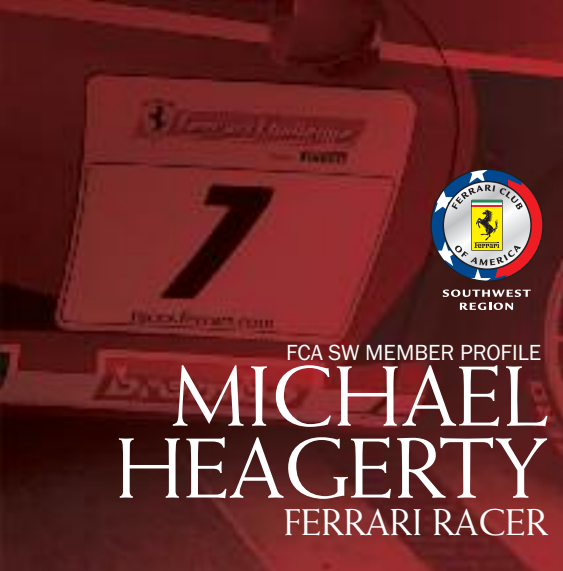


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FCA SW MEMBER PROFILE
MICHAEL HEAGERTY
 FERRARI RACER



Article and Photos By
 Jim Hunter

"There's an old adage, when you first get involved in any type of new venture everything is so fast. It is mind boggling at how everything moves in front of you so quickly."

A bona fide enthusiast, Michael Heagerty has leapt from merely owning Ferraris to racing Ferraris. The Los Angeles native is embarking on his first season in the Ferrari Challenge, competing with Scuderia Corsa for Ferrari of Beverly Hills.

"It's a continuing process - the biggest thing for me is to understand that the car can do more than your ability allows it to. It's getting your mind to believe that it can do what its supposed to at those speeds - once you're strapped in with race tires, downforce, understanding every nuance of that race car, there is just no comparison. None.

The more time your butt is in that seat, things start slowing down, and as things start slowing down you're really able to push the car because you can understand what the limits of the car are, what your limits are. It's just overcoming whatever fear factor you have at pushing those limits in little, increment steps."

Michael initially thought he was going to be playing with Ferrari owners who just wanted to get on track and drive fast. The endeavor has proven to be much more challenging. "It is really competitive. You start knocking off seconds from your lap time and once you get to that point you can make up 5/10ths of a second here, and 2/10ths of second there. Over the period of a lap all those tenths add up and over a period of a race they add up to a lot of seconds, so it as intense as anything I've ever done, and you're doing it at 100-plus mph."

A Wholesale Insurance Broker by day, Michael's office doubles as a souvenir to his passions, a menagerie of automotive and sporting memorabilia. "I love sports and figure if I have to spend as many hours and weeks here as I have over the years, I want to be surrounded by things that I enjoy looking at. Just being surrounded by all this stuff takes attention off problems. For guys to come in here, even if they've got a problem, and spend 10 or 15 minutes looking around, some of that problem goes away."

The biggest reaction Michael's gotten is from a Shaquille O'Neal shoe, size 22. "I used to have that right in the middle of my conference table. When people stopped in, they wanted to take it out, compare their shoe size, it always turned into a 25 minute conversation. That's why it's not on my table anymore [laughs].

I've always been into cars and when I was in high school it was muscle cars, Plymouth Ram Chargers, '57 Chevys. I've still got a great deal of respect for those cars. A little older, I got into sports cars, MG's and Triumphs, that sort of thing. About 15 years ago I had an opportunity to buy a Testarossa. The challenge was learning how to drive that thing, it was not like driving the new ones, so I worked my way up, bought a Ferrari California. Through some advice of some Ferrari friends; 'probably should give that car to your wife' [laughs] I got into the 458's and now I've got the 488 and it's like driving a Rolls compared to that Challenge car!

Look for Michael in the Ferrari Challenge series this year.





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TOM BROCKMILLER

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Article By
Jim Hunter Royce Rumsey & Tom Brockmiller

Photos By

"We used to have, in the early days, runs to Death Valley. Our big claim to fame was 'who could get from Baker, California, to the Inn in Death Valley in the shortest time.' I enjoyed every minute of going fast, and one time a guy brought his airplane down and met us at the airstrip right outside of Baker, and we all took off together. We beat him!

Death Valley was a favorite place both socially and to drive the cars fast. There was no highway patrol, no surveillance from the sky, no radar, or anything else – so we could open the cars up."

But there was a snag. "Our wives eventually all got together, they no longer wanted to join us – because they became so frightened of the experience - and we got to thinking 'you know what, this is getting a little bit too much.' The competition was too great and the consequences were, I should say, too great. That didn't end our trips to Death Valley, but it certainly slowed us down a bit, out of respect for our wives and for ourselves. You look around at how much traffic there is today and an outcome with a highway patrol stop, it's just not worth it."

Tom Brockmiller's automotive odyssey started, "like many Southern California boys in high school," building and dragging hot rods on the streets of LA, and "living to talk about it! I was also doing some dry lake racing up at El Mirage Dry Lakes in the early days of SCTA, but that was all back in the late '40s and early '50s and we had some pretty crude running gear." Tom progressed through high school to marriage with children, and got into sports cars starting with an Austin Healy 100, a pretty significant car in its day. "I had a few more English cars, a few Jaguars and then my interest got further into, should I say, more sophisticated machinery. I got to looking at things like Ferrari and became terribly enamored with Daytonas, so I bought my first Daytona from Hollywood Sports Cars, Chris Vandagriff his dad Chic, in 1971.

I drove that car lovingly, and aggressively, for about 8 years. I also had a Dino at about the same time, an early 246 GT chairs and flares car, only one of three that were brought into the US. Of course, when they sold me that car in those days we didn't look for anything as significant as limited numbers. We didn't think about it. We didn't think about the cars ever being worth more than the day we bought 'em.



Photo captions from top:
Tom in his beautiful Testarossa.

Some of the original gang at Hollywood Sportscars:
Cy Yedor, Chic Vandagriff, Phil Hill, Derek Hill,
Tom Brockmiller, Judd Goldfeder and Jeff Littrell.

Yellow chairs and flares Dino looks ready to fly.
Tom at one of the numerous Ferraris on Rodeo shows.



I drove my Daytona in my work to call on my customers, and I always remember a few of them coming out with me to my car and saying; 'what is this, a 240 Z?' 'I'd say no, but listen and you'll know the difference right away. It's no 240 Z!' I would take my fabric and furniture samples, put 'em in the trunk, and off to work I'd go. I didn't use it every time, but I enjoyed it a lot without worry."

Like many Ferrari owners, Tom has always enjoyed working on his cars. "People I met, certainly members of the early club, were enthusiasts capable of turning a wrench who didn't always do it. Kind of like me with the first Daytona. I didn't (work on the Daytona) and that's an interesting thing. I bought that car being prepared to, but it was a brand new car, and you have to understand, the epitome of a street-able racing car, so it seemed terribly sophisticated.

I tracked the Daytona at Willow a few times but was not comfortable because I valued the car for what it was. I even took it to Laguna Seca for a Ferrari event. I didn't drive it at my full capability, yet I'd drive it like a madman on the street!

I joined the FOC in the late '60s early '70s. We'd meet and have 8 or 10 cars . . . you have to remember in those days, not many people knew about Ferrari. When they started importing Ferraris, the 250's, you're talking about the '60s. A small group of us, Judd Goldfeder, Cy Yedor, Marv Landon, Marshall Lieb, Matt Ettinger, Frank Carlone, Steve Tillack, Murray Cogan then formed the FCA SW Chapter. Judd wanted to create this entity and there was this group of us that were very close with the cars but not with a club membership, and he contacted us. We had an initial meeting in Long Beach. Bottom line, the need to have a FCA chapter in this region prompted our doing that.

The club in those days was a much different club than it is today, so I don't know that I would relish being nominated to presidency under today's, how shall I say it, complications [laughs]. Each of us had our own duties. I was in charge of events and somebody else was in charge of track. Jeff Littrell printed the *SEMPRE*, only five or six pages on non-glossy paper. We had these appointed titles, but when it came down to selecting the Presidency it was whoever put their hand up.

Having become such a good friend of Judd's and feeling comfortable with the processes that he had created, I felt not only did I want to serve as President, but that it could be something that was enjoyable. I like doing things, not only for the club but doing things socially. I like being with people and I think that I have an ability to create social activities that are fun for all, and I have through the years."

Tom's complete immersion, his appreciation for the marque as a Ferrari owner, his adventures on and off the track, his leading role over the life of the FCA SW region and his generosity, sharing his enthusiasm with those less fortunate, have made him a shining example of our club and the intangible human value of the Ferrari experience.

I think that even if Ferrari weren't in F1 they would continue to create a car that was exceptional, but I think their job would be more difficult because the track teaches them things, that carefully chosen can be put on the street. Who would've thought that a KERS device could be used on the street when they first put 'em on the track? Now, the KERS system on the new super cars tells you that it's certainly an intrinsic part of the future.

"Exclusivity has always been one of the hallmarks of Ferrari ownership. We have to stay in tune with the requirements and comfort level of the membership. The future of the club is dependent upon proper planning, but the club can't drive car ownership, car ownership drives the club."

Tom is currently prepping the 23rd Palos Verdes Peninsula-South Coast Botanic Garden Picnic for June 4. "I started in 19-, lets see how many years ago . . . it was the club's first social event, it's first show.

All of our friends today, all of our social acquaintances, practically other than family, are because of the Ferrari Club of America. The wonderful outings to Death Valley, Yosemite, or the myriad of other places we've driven all over Southern California and beyond, have given us the opportunity to be with some really nice people and those are our friends today, our social network."

Friendship. That's the bottom line.



FCA SW ADVERTISER SPOTLIGHT

CONCORSO ITALIANO

WELCOMING FERRARIS

Article By
Tom McDowell Rich Tsai & Tim Scott

Photos By

Monterey car week started as a mere weekend event featuring grand touring and sports cars at their best, since expanding to cover a full week. Originally Concorso Italiano was a gathering of Maseratis and their owners, but soon reached out to Ferraris.

Ferraris are a breed that was created by Enzo to be the ultimate in grand touring, with heavy emphasis on the marque's racing antecedents. I am fortunate enough to have owned two Ferraris in my time, one a 308GTS bought new and the other a thoroughbred of the old school, a four cam V12 powered GTC/4 built when Enzo was still alive.

I remember one year driving an ordinary commuter car back from Monterey on Highway 1 and being passed by Lyle Tanner, an early Ferrari parts entrepreneur, in a restored GTC/4. Upon hearing the bellow of the V12 and seeing it silhouetted against the Pacific, I thought "that's grand touring."

Some shows at Monterey are more "curated" in the sense a committee decides who should enter or even who is invited to be entered. Concorso is not only more egalitarian, but Concorso is Italian friendly, in the recognition that the same designers and engineers that conceived certain Fiats, Morettis, Stanguellinis, Abarths, etc. also created Ferraris. Our event celebrates one and all.

Multiple entries of the same model? No problem. True you might see six Daytona coupes all in a row but did you ever see one in that odd color, ordered by a VIP who told the factory he wanted it painted "his way or the highway?" We have even, egad, seen customized cars (hey, the spirit of George Barris lives on...) But more importantly, we like to emphasize that this is a gathering of the faithful; one where we all have the same mission—enjoying our cars in the way they should be enjoyed.

Another thing we celebrate here are prototypes. Did you ever see the first prototype Daytonas with round headlights a la 275GTB? They were here. A mid-engined Iso? Ditto. A fully open Bizzarrini? Likewise. We are trying to get the word out that this is not a contest only for the pristine; your car doesn't have to be finished to be displayed at Concorso. We like to see a work in progress. In fact, there is a contingent who would like to see more cars in raw metal, the better to enjoy the melding of metal.

And then there's the enjoyment of the Italian life style: the music (opera anyone?), the fashions, the art, and the cuisine. We even have a travel booth for those who are finally ready to go the homeland.

There are also those isolated moments with just you and your car that are indefinable, such as when I left the show one year in my GTC/4, went up the ramp to Pacific Coast Highway anticipating dinner at Clint's Mission Ranch in Carmel. The V12 was in full song at top cog (or is it top song in full cog?). Anyway that car's gone now, someone else is cherishing it, but the memories are there forever, and wouldn't be there if I hadn't participated in Concorso Italiano with my Ferrari....

Our hope is that Concorso Italiano is only part of your trip to Monterey but a memorable part, because there you meet owners of the same model you love and cherish.

SF

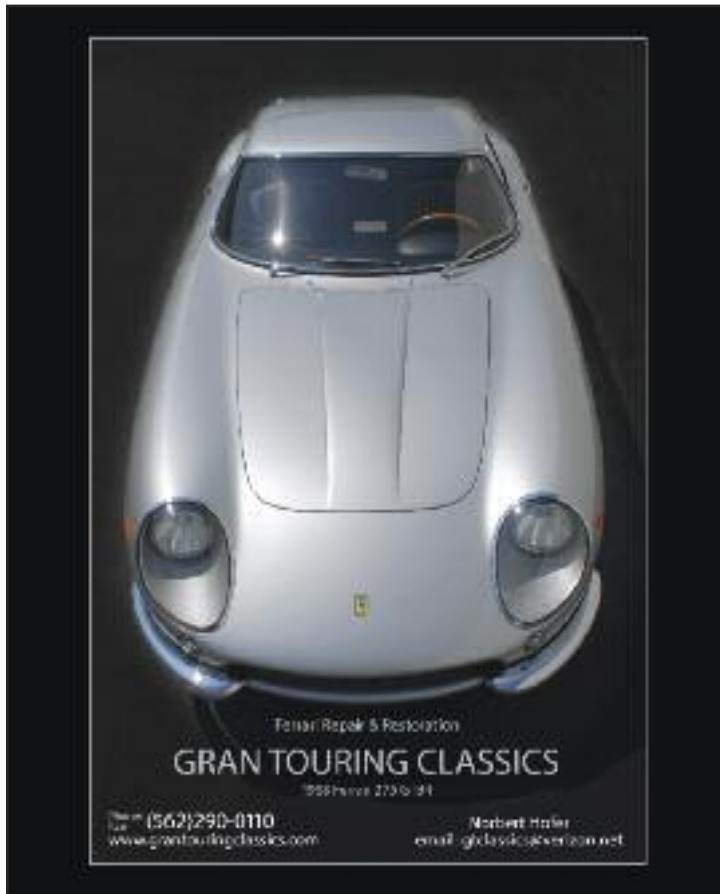


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2017 PALM BEACH EXTRAVAGANZA

CAVALLINO CLASSIC 26

FERRARIS AT SPEED & SHOW



Article and Photos By
Bill Makepeace

The 26th Cavallino Classic was held from January 25th to the 29th, 2017 in Palm Beach Florida. It consisted of two days of racing at Palm Beach International Raceway (PBIR), a Jet Reception event at Palm Beach International Airport, and a Beach Club Party, symposiums on Ferrari history by knowledgeable experts, a Concours, and an Awards Party all held at the famous Breakers Hotel. There was also a charity concours event at the Mar-a-Lago estate, the former home of Marjorie Merriweather Post, now owned by President Donald Trump.

If it sounds like a lot of events, it was. There is some overlap and one needs to pick and choose because it is impossible to do it all. Also, each event is available separately and one can do as much or as little as their pocketbook or schedule allows. Personally, I chose to do only the two track days and the Concours.

In my opinion the track event is by far the best value of the events offered. PBIR offers a variety of great places to view the action, and the relatively small crowds allow easy access to the pit area and the vendors' row. One difference between the FCA Annual Meets and the Cavallino track event is that there is actual qualifying and racing as opposed to FCA's High Performance Driving Experience (HPDE). There is a drum brake class and a disc brake class with practice, qualifying, and racing for each class.

There were slightly fewer cars than last year, but the quality of the machinery was outstanding. How often do you see a real 250 GTO driven at speed? Not only that but a Competition Daytona, 250 SWBs, two 512 BBLMs, a 250 TR, 250 TDFs and my favorite a 412 S chassis number 0744 wearing #2 roundel number.

The 412 S has been described by Autoweek as an "Italian hot rod." The car was built by Ferrari at the request of the West Coast Ferrari distributor, John von Neuman, and was designed to compete against the Chevrolet-powered Scarabs then competing in America. The specifications of the car are impressive. Not only does the 412 S have a 4-liter engine as opposed to the 3-liter displacement common in Europe, but each unit of displacement produces about 11% more power. Instead of the 300 hp of the 3-liter Ferrari engines the 4 cam, 6 carb, dry sump, twin spark plug per cylinder engine produces a minimum of 447 hp at 8500 RPM! Instead of a conventional transmission bolted to the engine the 412 S has a 4 speed transaxle for better weight distribution. The 412 S was twice as expensive as the contemporary 250 TR.

The 412 S was first raced by Phil Hill at Watkins Glen in New York. but he failed to finish due to mechanical difficulties. Richie Ginther won the Riverside Times Grand Prix in 1959, and despite its awesome drivetrain this was the car's only victory in period. The car was not developed properly to unleash all the potential performance. This car was also one of the very first Ferraris to be retrofitted with disc brakes at the Ferrari factory.



Photo captions from top:

Elite row of Ferrari race cars. 412 S at speed. 330 LMB engine.
Oh, the wonderful sounds of Ferraris at speed.

DAVID LEE COLLECTION TOUR & LUNCH

EXCLUSIVE TOUR OF
DAVID LEE'S SUPERCAR
COLLECTION



SOUTHWEST
REGION

SATURDAY
JUNE 3

2017

FCA SW EVENT INFORMATION

La Ferrari, Enzo, F50, F40, 288 GTO,
250 Lusso, 275 GTB4, 330 GTS and a
2002 F2002 World Championship F1 car!

This event is strictly limited to 50 people or 25 cars.
David will provide information on his amazing cars.

A special lunch at noon is included.

Price per person is \$49.

(Directions and specifics will be
provided to registrants)

For more info and to signup, please contact
Jim Bindman
cool4re111@gmail.com



2017 PALM BEACH EXTRAVAGANZA CAVALLINO CLASSIC 26

The Concours held on the beautiful grounds of the Breakers Hotel was amazing. Rick Workman's newly arrived SP 275 RW, a special bodied F12 tdf, and a very special 330 GTC were center stage on the upper level of the grounds surrounded by a 330 LMB, the 250 GTO and 412 S seen at PBIR, along with 4 SWBs, 3 250 TDFs and a row of pre 1955 coachbuilt Ferraris bodied by various carrozzeria. This impressive display was accompanied by more mundane models on the lower level of the grounds. Mundane is a relative term as this part of the show would put many other Ferrari events to shame. The concours organizers placed the cars according to model so that it was easy to compare subtle differences among similar cars.

Cavallino 26 was a fantastic event and I am looking forward to next year. The Ferrari community is a great group of people and gives any Ferrari enthusiast the ability to see and hear the rolling sculpture in action on the track and enjoy their beauty on the concours field. According to former FCA National president, Joe Adams, no Ferrari owner at these events is unapproachable. I can personally attest to that from personal experience. It gives anyone the ability to rub shoulders with owners of multi-million dollar Ferraris who are nice enough to share their pride-and-joys with the public. Even if you don't know anyone when you first arrive at a Ferrari event, with a little effort you will have some friends when you leave.

Photo captions from top:

330 LMB, 250 GTO 412 S sit in repose in front of the Breakers.

250 SWB California Spider. Jimmy Yoh with his LaFerrari.

The business end of a 512 BBLM.

Bruce Leeds (FCA SW) with Franklin Eaton and Chuck Butte of the Palm Beach Chapter.

Pat Current going for a ride in Jim Fuchs' 512 BBLM. Pat is the head scorekeeper and Cavaliere award winner and a very nice lady.

Bruce Leeds and Denise Ferrari consider the purchase of a California Spider for less than \$10 million.

IN CELEBRATION OF 23 YEARS
**SOUTH COAST
 BOTANIC GARDEN**
**FERRARI SHOW
 & BBQ PICNIC**



SOUTHWEST
 REGION
 SUNDAY

JUNE 4 2017
 9 am – 3 pm

Ferrari Club of America - Southwest Region's first and only continuous annual event since the founding of our chapter.

Lawn and garden display setting of up to 80 Ferraris with veranda seating, music, and a buffet BBQ luncheon to include drinks and desserts.

Arrive at 9 am for coffee and sweets and meet your new board members.

Per our tradition, there will be a casual selection of prizes awarded for those cars as judged to be different or unusual.

As a very special treat as specified by your new board of directors, **this event is FREE.**

Yes, you heard us right. Your club would like to show appreciation of its members at this "Signature Event." Come and enjoy strolling among this year's 70th Ferrari celebration of "Seeing Red."

We ask only that you register your Ferrari and a maximum of two people—member and guest, on the link provided to enjoy the free buffet.

Sorry, no Ferrari, no lunch. Registrants only, sign up deadline May 30.

You may enjoy the show (no car) as a Garden Guest - \$9 at the Botanic Garden entrance.

sign up Your Host, Tom Brockmiller – 949) 584-8061, ferrariracer@cox.net.
 with Peter Riley and Wally Clark.

Location: 26300 Crenshaw Blvd, Palos Verdes Peninsula, CA 90274

Register online at www.fca-sw.org



FCA SOUTHWEST PRIVATE INVITATION

FAST CARS OPEN HOUSE

COMPLIMENTARY CATERED BBQ COURTESY OF FAST CARS

Saturday, June 24, 2017, 11:00 am



WORLD-CLASS SERVICE SPECIALIZATION IN FERRARI

Fast Cars is opening their unique restoration and service facilities along Mary Ann Drive to the Ferrari community, and you won't want to miss it!

Meander through the shops, chat with the technicians, and glimpse into their fascinating crafts, each a critical facet of Fast Car's highly renowned service. Enjoy catered BBQ courtesy of Craig Calder and his Fast Cars staff. Ferrari parking on Mary Ann Drive is available to the first 40 Ferrari chassis to arrive.

Fast Cars, Ltd., is a premiere Ferrari Service and Restoration Facility, noted for significant prize winning chassis that have impressed enthusiasts the world over, from the fairway at Pebble to the iconic strade of the Mille Miglia.

This is a Free event however, registration is required.

See you there!

Fast Cars, Ltd.
 630 Mary Ann Drive
 Redondo Beach, CA 90278

Fast Cars LTD.

Contact Event Chairperson for further details:
 Jim Hunter - jim@flat-12.com, 323) 252-0909

NORTH SAN DIEGO COUNTY

PALOMAR OBSERVATORY

DRIVE & TOUR



SATURDAY
JULY 15
2017

Caltech and the Observatory have invited your club to an exclusive tour of the visitor center and the three active research telescopes: the 200-inch Hale, the 48-inch Samuel Oschin and the 60-inch telescope.

Palomar Observatory is the center of astronomical research owned and operated by the California Institute of Technology. Conceived almost a hundred years ago, the Palomar Observatory is an iconic facility for scientific advancement.

Departure from Mission San Luis Rey, Oceanside, will be no later than 8:30 am. We have assigned Ferrari parking at the Palomar Observatory and our tour begins at 10 am at the Visitor Center. The tour is one hour and for those who wish to join us, there will be a lunch following the tour at nearby Mother's Kitchen.

It's a beautiful rural mountain drive and a wonderful opportunity to have a special tour of the Observatory. You may arrive on your own should you be coming from San Diego.

We thank our co-member from Florida, Fiorella Terenzi, our own Denise Ferrari, and Caltech's Steve Flanders for this opportunity.

Tour - Gratis
Pre-ordered Lunch - \$20

Tour is limited to the first 40 guests.

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

Register online at www.fca-sw.org



DRIVE TO PASADENA'S

ART CENTER COLLEGE OF DESIGN

Founded in 1930, the preeminent design school has since made a significant impact on the evolution of automotive design over the past six decades. Its' alumni have assumed influential positions in design departments including: Pininfarina, Ferrari, Mercedes Benz, General Motors, Ford, Fisker, BMW, and Tesla. Notable graduates include Ken Okuyama (Ferrari Enzo), Peter Brock (Ford Cobra Daytona Coupe), Ian Callum (Jaguar XF, F-Type & F-Pace) and Stewart Reed, Art Center's Chairman of Design (BMW).

On July 22, 2017, FCA members will enjoy a rare opportunity. We'll have breakfast together at Angeles National Golf Club in Sunland, drive up twisting Big Tujunga Canyon to Newcomb's Ranch, then down Angeles Crest Highway to reach our destination of Art Center College of Design in Pasadena. On arrival, we will meet with the school's world-renown staff, and their senior graduating students to view their advance work, model shops and displays.

A fine cuisine lunch prepared by Kitchen for Exploring Foods will be catered for us in the executive dining room, high up among the tree-tops surrounding the campus' very contemporary steel and glass structure.

In advance, students will illustrate car design vignettes for us to bid upon, purchase and take home, all benefitting Art Center's primary mission - mentoring thousands of aspiring young designers sent throughout the world.

\$90. per person for the all-inclusive sit-down breakfast, drive, and gourmet lunch will include our shared cost for senior design students and staff to join us at lunch. Limited to 25 cars.

SATURDAY
JULY 22
2017

You can't
teach passion,
but you can
accelerate it.
ArtCenter



ArtCenter College of Design, Pasadena, California

For details contact: Peter G. Kudrave, AIA
pgkudrave@kudravearchitects.com, (213) 955-0005

Register online at www.fca-sw.org

**Fast Cars and Even Faster
Intercontinental Ballistic Missiles!**



Sixth Annual **Exotic Car Show**

Saturday, September 16, 2017

Note new Date!

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
first fairway at 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, September 15th (space is limited).**

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

www.fastcars4vaafb.com

2nd Annual **SUPER CARS & SUPERSONIC JETS** FRIDAY - SATURDAY
OCTOBER 13-14
 A VIP INVITATION TO EDWARDS AIR FORCE BASE! 2017



Contact Jim Bindman ASAP (event will sell out quickly)
 Jim Bindman - cool4re111@gmail.com, 818) 429-1667

Limited to 50 Ferraris!

We will tour the flight line, main control tower, speak to pilots in the air, witness takeoffs and landings from the flight line, tour aircraft and flight line hangars and have photos of our cars with some amazing supersonic jets!

Saturday car show 9 am to 1 pm on the actual flight line with many historic jets on display. Features of this tour are rarely offered to the public!

VIP Event includes Friday Tour and USAF 70th Anniversary celebration, Friday night Formal Ball, one night lodging at the base hotel, breakfast Saturday & car show on the flight line.



FERRARI CLUB OF AMERICA SOUTHWEST REGION

POLICIES

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.

Please refer to Material Deadlines for submission dates. Email editorial materials to the *Sempre Ferrari* editor at tex@synchro-nis.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.
Outside back cover* - bleed	(8.5"w x 8.5"h)	\$400.
Half Page Horizontal - inset	(7.5"w x 4.75"h)	\$200.
Half Page Horizontal - bleed	(8.5"w x 5.5"h)	\$200.
Half Page Vertical - inset	(3.75" x 10.5")	\$200.
Half Page Vertical - bleed	(4.25"w x 11"h)	\$200.
Quarter Page - inset only	(3.75"w x 4.75"h)	\$150.
Business Card	(2" x 3.5")	\$75.
Business Classified	40 words maximum	

Material Deadlines:

January-February issue	December 1st
March-April issue	February 1st
May-June issue	April 1st
July-August issue	June 1st
September-October issue	August 1st
November-December issue	October 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 * New Listing

1990 Testarossa: S/N 084935. Blu Medio metallic with special order Navy and Tan interior. 16k miles, midway through service cycle. Platinum award winner at the Monterey Concorso, and complete with every book, tool, key, service record, window sticker etc. Runs beautifully and passes CA emissions easily. Purchased in 2012 from club member who owned it from 1992. We see the best cars offered at close to 200k, but to be realistic and actually sell it, we're asking \$165,000. Lee, 805) 434-7132 e: vtauto@sbcglobal.net. (1/17)

FERRARI PARTS & ITEMS FOR SALE

***Rare stainless steel Ferrari Watch by Girard Perregaux:** Luxury sport chronograph in excellent condition, 38mm case, sapphire crystal and automatic movement. Asking \$2475. E mail: rick@richardsrabbin.com for photos and further information. (5/17)

Carbon Fiber Engine Lid for F430: Part #70001486. Original MSRP \$28,446.00, asking only \$10,000.00. Like new condition, fits all 430 models. Free delivery within Southern California. Picture sent upon request. Contact FCA member Steve Axelson at 480) 628-4387, axelLsonL@aol.com (1/17)

Please consider these businesses for their products and services.

OTHER VEHICLES FOR SALE

2000 Chevy Astro Van: Only 79,000 original miles! Dual AC, power everything, 4.3 V6, Looks terrific with Chevy Impala SS alloy wheels and tires. Great condition with impeccable interior and exterior plus everything works. \$5,100. Hank Garfield 818) 953-7196. (5/17)

UPDATE MEMBER INFORMATION

If you've moved or changed your email address, let FCA National know so that you don't miss club event announcements.
Login at: www.ferrariclubofamerica.org/index.cfm/ID/3/Login


Please consider these businesses for their products and services.



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OFFICIAL FERRARI DEALER

Ferrari South Bay

Ferrari South Bay is one of the latest additions to the Mattioli Automotive Group, North America's premiere Ferrari dealership group comprised of Ferrari Beverly Hills, Ferrari Silicon Valley, and the newly added Ferrari Westlake.

Conveniently located at the base of Palos Verdes, Ferrari South Bay offers new and pre-owned Ferrari sales, service, restoration, Classiche certification, and genuine Ferrari parts to Southern California's affluent coastline communities such as Manhattan Beach, Palos Verdes, Redondo Beach, and Long Beach. We are committed to delivering exceptional service aimed at the full satisfaction of each Ferrari Customer.

Passion and performance are at the heart of every vehicle that bears the Prancing Horse emblem and is the driving force behind everything we do at Ferrari South Bay. We invite you to visit the breathtaking 2-story, 23,000 square foot showroom and service center that hosts a selection of new and pre-owned Ferraris.

Take for example the sporty, elegant and versatile California T. This innovative, turbocharged hardtop convertible melds signature Ferrari driving pleasure with versatility, making it the perfect sports car. Customized lease opportunities for the California T are available through Ferrari Financial Services.

To learn more, or to schedule an appointment, please contact our Ferrari South Bay Sales Associates or Service Manager.

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