



SempreFerrari

Magazine of the Ferrari Club of America Southwest Region

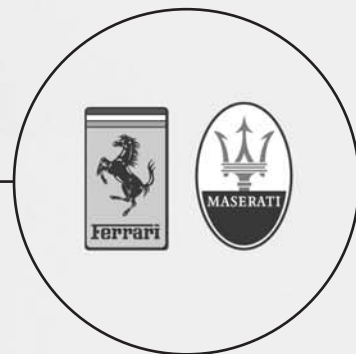


1/2

2006

Volume 13 Issue 1

FERRARI & MASERATI
— of ORANGE COUNTY —



FERRARI & MASERATI
— of SAN DIEGO —



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FCA
SOUTHWEST
REGION



PRESIDENT'S MESSAGE

Dear FCA Members:

I hope everyone enjoyed the holidays and I would like to wish the very best to all our members, and our Formula 1 team for the New Year.

At our December board meeting, Wally Clark presented the status of our developing Calendar of Events for this year, which is shaping up to be nothing short of terrific.

One of our major Driving Events for 2006, to be held in May, will be a revival tour to Sequoia National Park. This event was created more than 20 years ago, prior to the development of the FCA Southwest Region, and was popular with the FOC during the '80s and '90s. This magnificent event has not been available for almost nine years. Now, and once again, this touring event, is offered to all Ferrari owners of Southern California who are members of either the FCA or FOC, as a jointly sponsored event. Thus a piece of local Ferrari history will be re-lived. See the Mad Dash to the Sequoias event information insert in this issue for more details.

In June, on Father's Day, our flagship Concorso event of the year "Concorso Ferrari" will return to Rodeo Drive as a partnership developed between FCA-SW and the Rodeo Drive Association. This event will celebrate the unique relationship between the automotive, fashion, and entertainment industries. Three blocks of Rodeo will be utilized for the overall event with the first block dedicated to "Concorso Ferrari", the second to "Rue des Classiques", exotic Classic Cars from 1900 to the present, and the third block to "Cars of the Future" featuring concept and production cars from the world's top luxury brands. Rodeo Drive holds a special history to Ferrari from terrific Concours of the past to the announcement of new Ferrari models.

I am also pleased to announce our Concorso Committee for this year. Tom Brockmiller will be serving as the Chairperson, with Murray Cogan, Jake Silberberg and Carlos Amato as Committee members. This team brings together a vast history in National judging and Concorso experience. Also, it is our mandate that all FCA-SW Region Concours will adhere to National FCA Concorso guidelines. Thank you all for your participation.

And last, the Area Coordinator Program mentioned in my last President's Message is off to an exciting start. Local coordinators have been selected for five of the six areas with events already taking place. We have been receiving great feedback for these spontaneous grassroots type gatherings and will continue to encourage the social and driving aspects of owning a Ferrari.

Speaking for the Officers, Board of Directors, and all those who contribute to the board meetings, we are aggressively striving to raise the bar each year to present the best program of Ferrari club services to our members.

Happy New Year and.... See you on the road!

Walter Meyer
President, Ferrari Club of America, Southwest Region



1/2

2006

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Kevin Murphy's 512 BBi in front of Autobooks/Aerobooks in Burbank. Read Demetri's article on page 26.

Cover photos: Tex K. Otto
Benny Chien

Sempre Ferrari

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SempreFerrari

Magazine of the Ferrari Club of America Southwest Region

CONTENTS

- 3 President's Message Walter Meyer
- 5 FCA Southwest Region Board of Directors
- 6 FCA SW Calendar of Events
- 7 IN YOUR AREA - FCA SW Area Coordinators Tom Brockmiller
- 8 Track Event - Ferraris at Willow Springs Kevork Hazarian
- 10 Hollywood Haunt Tambi R. Otto
- 14 Casual Drive - East Valley Area Jim Bindman
- 19 Best of France and Italy Car Show Mark Process
- 22 Meguiar's - A Ferrari Spa Brian Quadt
- 26 Ferraris at AutoBooks/Aerobooks Demetri Zafiris
- 30 Using High Performance Cars on the Street John Rice
- 31 FCA Southwest Regalia - Leather Portfolio & Wallet

EVENTS REGISTRATION SECTION

- R1 Ferrari Night at Ultimate Toyz Murray Cogan
- R2 Dromo 1 Endurance/Relay Kart Event Tex K. Otto
- R3 The Ortega Run Tom Brockmiller
- R4 Swap Meet at Ferrari & Maserati of Orange County Wally Clark
Pantera Club Invites Ferrari Drivers to Willow Springs Kevork Hazarian
- R5 Girls and Boys Town of Southern California Tom Brockmiller
Australian GP Viewing Party Wally Clark
- R6 LA Juvenile Hall Charity Car Show Don West
Scherr and Carpenter Collections Tour Marv Landon
- R7 Go Kart Racing School at Adam Kart Track Kevork Hazarian
Concorso Ferrari on Rodeo Drive Wally Clark
Election Picnic at Descanso Gardens Jim Bindman
- R8 Mad Dash to the Sequoias Tino Mingori
- R9

EVENTS REGISTRATION FORM
- R10 Welcome New Members Brian Quadt
Toyota Grand Prix of Long Beach Tickets Jack Queen
Rodeo Drive Banners Don West
- R11 FCA Membership Application
- R12 Classified Ads, FCASW Policies

Southwest Region Board

These dedicated members organize events for our Club. Our thanks to them for providing us opportunities to enjoy our Ferraris and share the friendship of fellow Club members.



Walter Meyer
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310-471-2744



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310-446-1554



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310-472-1187



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818-774-1500 ext 203



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818-368-7775



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Track Chairman / Director
818-755-9555



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Events Calendar / Concours
714-630-9202



Tino Mingori
Ride & Drive Chairperson
310-474-8769

Jeff Littrell
Webmaster

Marla Joseph
Club Administration



We look
forward
to your
participation
at our
events!



FCA Southwest Region events in **bold**

January 2006

- 14th Southwest Region Board Meeting** 9:00AM.
- 21st Ferrari Night at Ultimate Toyz** Champagne and appetizers served from 6:00 p.m. to 8:00 p.m. RSVP Required: call 818-342-0125. Event information page R1.
- 28th Dromo 1 Endurance/Relay Kart Event** Orange, CA. Join fellow Club members for exhilarating Kart Team action for races of speed and strategy. All driving equipment furnished for a very fun time. Ferrari parking. Option of group drive from West LA to Dromo 1. Info: Tex K. Otto 310-453-4100, tex@synchronis.com. Event information page R2.

February

- 11th Southwest Region Board Meeting** 9:00AM.
- 26th The Ortega Run** New event format with a revised route. Lunch at Thornton Winery includes a Roman Feast with Music and a Rare Car Display in the Fountain Courtyard. Limited space. Info: Tom Brockmiller 949-716-2395, ferrariracer@cox.net. Event information page R3.

March

- 4th Swap Meet at Ferrari & Maserati of Orange County** with lunch and car display. New indoor space in case of rain. RSVP for free lunch for members. Info: Wally Clark 714-630-9202. Event information page R4.
- 4-5th Pantera Club Invites Ferrari Drivers to Willow Springs Raceway** Enjoy driving your Ferrari on an open track. All instruction and safety standards included. Info: Kevork Hazarian 818-755-9555. Event information page R4.
- 11th Southwest Region Board Meeting** 9:00AM.
- 25th Girls and Boys Town of Southern California Charity Car Show** Open house to share our cars with youths. 11 a.m. to 2 p.m. with a BBQ lunch and music. Info: Don Meder 310-201-7704, or Tom Brockmiller 949-716-2395. Event information R5.

April

- 1st Australian GP Viewing Party at Chuck Lamb's** Tour the shop and enjoy a light buffet. Race starts around 6 p.m. on Saturday afternoon. Event information R5.
- 8th Southwest Region Board Meeting** 9:00AM.
- 22nd LA County Juvenile Hall Charity Ferrari Exhibit** 10 a.m. to 3 p.m. Don West 310-378-2954. Event information R6.
- 29th Tour of Scherr (Classic) and Carpenter (Chrysler) Collections** Includes BBQ lunch at Marv & Jill Landon's home. Event information R6.

May

- 6th Go Kart event at Adams Karting in Riverside.** Info: Kevork Hazarian 818-755-9555. Event information R7.
- 13th Southwest Region Board Meeting** 9:00AM.
- 19-21st Sequoia Ride and Drive** Weekend drive to the magnificent giant forest. FCA/FOC joint event. Tino Mingori and Robert De Pietro Event co-Chairpersons. Event information R8.
- 31st FCA National Meet** Mid-Atlantic Region, Washington DC. May 31 through June 4, 2006

FCA Southwest Region Board Meetings - All Members Welcome!

Held the second Saturday of each month at 9:00AM at the Petersen Automotive Museum, 6060 Wilshire Blvd (at Fairfax), Los Angeles CA 90036 unless otherwise specified.

June

- 10th** **Southwest Region Board Meeting** 9:00AM.
- 18th** **Concorso Ferrari on Rodeo Drive** FCA judging for Ferraris though 1984. Ferrari corral parking for spectators. Info: Wally Clark 714-630-9202. Event information page R7.
- 24th** **FCA SW Picnic and Election Meeting at Descanso Gardens** La Cañada. Picnic with gourmet afternoon tea with admission to the gardens. Optional evening buffet dinner with live Pasadena Pops Orchestra concert under the stars. Tino Mingori and Jim Bindman Event Chairpersons. Event information page R7.

July

- 8th** **Southwest Region Board Meeting** 9:00AM.

August

- 12th** **Southwest Region Board Meeting** 9:00AM.
- 17th** **Ride & Drive to Monterey** Thursday. Jim Bindman.
- 18-20th** **Monterey Weekend**

September

- 9th** **Southwest Region Board Meeting** 9:00AM.
- tba** **Hearst Castle Ride & Drive** Tony Cole and Carlos Amato Event Chairpersons.

October

- 1st** **ATSC Concours d'Elegance at Strawberry Farms** Info: Wally Clark 714-630-9202.
- 7th** **Go Kart event at Adams Karting in Riverside.** Info: Kevork Hazarian 818-755-9555.
- 14th** **Southwest Region Board Meeting** 9:00AM.

IN YOUR AREA

FCA SOUTHWEST REGION AREA COORDINATORS

Meet Ferrari friends at a designated spot each month for an informal gathering.

Orange/Riverside County
Dana Point



Tom Brockmiller
Area Coordinator Chairman
949-716-2395
ferrariracer@cox.net

Meets: First Sunday of each month at 9 a.m.
The Brig – Golden Lantern & Dana Point Harbor Drive, Dana Point.

East Valley
Toluca Lake



Jim Bindman
818-240-2010
cool4re@hotmail.com

Meets: Last Sunday of each month at 8:30 a.m.
Bob's Big Boy/Starbucks – Toluca Lake/Riverside Drive.

West Valley
Tarzana



Murray Cogan
818-368-7775
MtlRoc@aol.com

Meets: Third Sunday of each month at 10 a.m.
Ultimate Toyz – 18718 Ventura Blvd., Tarzana. (Parking lot at rear – enter off Yolanda).

West Los Angeles
Pacific Palisades



Doug Prestine
310-472-1187
dprestine@msn.com

Meets: First Saturday of each month at 9 a.m.
Von's Shopping Center – Sunset & Pacific Coast Highway, Pacific Palisades (Coffee Bar and Bakery).

South Bay
Palos Verdes



Don West
310-378-2954

Meets: Every Sunday at 12 p.m. until – St. Honore (umbrellas) – 2201 Palos Verdes Drive West, Lunada Bay, Palos Verdes.

The Ferrari Club of America Southwest Region board members continuously devote their abilities, effort and time for organizing safe and fun events for everyone. Club members attend and enjoy these events filled with Ferrari passion and camaraderie. Driving safe within the legal speed limit of public roads will maintain the enjoyment of the event without ruining the day.

There are times when we like to have the freedom to express our need for speed; to let free all the hundreds of horses running under the hoods of our Ferraris that carry us down a road with a challenging configuration. To obtain an adrenaline rush while driving our Ferraris at a high speed, a great place is Willow Springs International Raceway.



TRACK EVENT

Ferraris at Willow Springs

Article by Kevork Hazarian
Photo by Benny Chien

This exhilarating track is located in the midst of Rosamond, California, just north Lancaster. This 2.5 mile road-racing track is placed in a beautiful hill setting and perfectly paved and clean. It has various challenging turns, elevation changes and straightaways where, with help of professional instructors, track corner workers and staff, we all can put our Ferraris to their peak performance. With each lapping session, we all feel the improvement of our driving skills and the rewarding thrill of driving our Ferraris at a comfortable speed.

Through the years of continuous work and support for making possible organized track events for our club members, we thank, Jeff Littrell, Tom Brockmiller, Marv Landon, and Kevork Hazarian. We are pleased to see the increasing club members participating in these track events.

On the weekend of November 5 and 6, 2005, with pleasant warm weather, we all were invited to attend a track event at Willow Springs organized by Jim Saxton of the Pantera Club. This was a non-competitive event that has allowed us to drive our Ferraris at our comfort levels. Everyone was divided into four groups based on their driving experience.

Along with the club's Ferrari drivers, we were joined by the Auto Gallery's Ferrari Challenge racer, Joel Quaid, and his son, Alex Quaid. The Auto Gallery transporter was driven by Kerry Agapoio, an exclusive specialist with many years of handling Challenge Ferraris for track events. He brought the Ferrari 360 Challenge along with the new F430 for the track event and the race that took place on Saturday. There are no words that can describe the great feeling that everyone had when Joel Quaid led all twelve laps of the race, ultimately finishing in first place.

On behalf of the Ferrari Club of America Southwest Region, I'd like to thank that Auto Gallery Ferrari dealership for their continuous support to our club members and for their dedication to providing them with the best experience for their Ferrari needs. Michael Lederman of Auto

Gallery offers additional track events for your enjoyment throughout the year.

For those of you interested in participating in the next track event on March 4th and 5th, 2006, you may contact our Club Office & Director, Demetri Zafiris.

We are pleased to see the increasing club members participating in these track events.

In an continuing effort to maintain the confidentiality of our members information, we ask that all registrations regardless of which track event or whether paying by check or credit card, be sent to:

Demetri at the club office:
FCA-SW Region
4358 Nogales Drive
Tarzana, CA 91356

This will assure a prompt registration by allowing the club to facilitate your sign up while maintaining confidentially desired by so many of our members.

You can contact Demetri at (818) 774-1500 ext. 203, email: cnbigd@earthlink.net.

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CAVALLINO CLASSIC



Hollywood Haunt 2005

Article by Tambi R. Otto / Event Chairperson

Photos by Tex K. Otto / Event Chairperson

Registrants knew they were in for something special.

Their linen paper confirmations were sealed with an old-world blood red wax seal proudly embossed with the Cavallino Rampante. Cloaked in a black envelope, the event package revealed a stylish booklet with 24 pages laced by leather. Comprised of full event details, the presentation included a CD composed of theme music from classic horror movies plus a printed history of hauntings and notables of two of the most famous and ultra-hip Hollywood landmark locations. Hollywood would become our playground for the night beginning in the Hollywood Forever Cemetery, then a romp through the Hollywood Hills to our final destination— the famous Hollywood Roosevelt Hotel.

hollywood forever cemetery

The story of this cemetery could leap from the silver screen. Famous for all of the notables laid to rest on its grounds and some that aren't, the stories of each are quiet entertaining. None more so than that of the previous owner Jules Hine Frederick Roth, from his involvement with infamous oil-stock swindler C.C. Julian and what became to be known as *The Great Los Angeles Swindle*, to his ownership of Hollywood Memorial Park. Jules hung a portrait of the devil's lair with fire and brimstone in the cemetery's main office, he looted in excess of 9 million dollars from the cemetery's endowment fund (if you include his other properties the total amount may never be known) and he eventually let the property fall into such bad repair that he was generating more revenue from disinterments than burials in the end. The last straw was when a woman's decomposed head was stolen from a mausoleum and found under a car. Roth, 97 years old died weeks before prosecution and the state narrowly averted having to padlock the gates of the scandal-plagued graveyard.

Armani wearing Tyler Cassity, 31 years old took one glance at the ghostly compound abutting Paramount Studios and in the shadow of the famous Hollywood sign and thought it the most magical place he had ever seen. He purchased the 102-year old decaying landmark in 1998 with a sealed auction bid of \$375,000- he was the only bidder. The property had been appraised at \$8 million a few years earlier. Cassity has invested millions in the bold revival of the elegant century-old burial ground that he rechristened Hollywood Forever. He is proud to be the hippest gravedigger around and "he's doing everything he can to ensure that Hollywood Forever is an uplifting hangout" with numerous parties and events. Hollywood Forever has even been referred to as "A graveyard so cool, its been called...

Disneyland of the Dead." *Los Angeles Magazine* put it in its list of "101 Sexiest People, Places and Things in LA"! So, this hip hangout of the dead and living was a must for the Ferrari Club of America - SW Region!

As the sun started to set on the evening of Sunday, Oct. 30th, my husband Tex, as "Undertaker" welcomed a wide variety of 21 Ferraris, as they drove through the large ornate wrought iron gates of the cemetery. Everyone was dressed to impress in creative and lavish costumes worthy of any Hollywood epic. Forty five participants attending from as far away as Florida and even Belgium admired each other's creative efforts and the sheer grandeur of the masquerade finery. It was quite amazing to see just what can fit in a Ferrari, from antebellum hoop skirt that would have made Scarlet O'Hara green with envy, to the Grimm Reaper with his imposing sickle. It was even discovered that while the question remains as to how many licks it takes to get to the center of a Charm's Blow Pop. We do know that you cannot get two M&Ms in a Ferrari, unless of course you remove the candy color shell.

With the sun setting, the gravestones became eerily outlined by the shadows of nightfall. We started a slow drive through the cemetery passing the graves of Mel Blanc, Bugsy Siegel, Douglas Fairbanks Sr. & Jr., Cecil B. DeMille and many more of the famous and infamous. Parking the Ferraris in front of the Cathedral Mausoleum, we lined the marble steps for a photo-op with the heavy bronze doors being the only thing separating us from many of Hollywood's glorious stars, early founders and the cold dead remains of Jules Roth himself! As our procession then continued deeper into and around the cemetery roads, the last bit of twilight highlighted the gravestones and markers in a most haunting manner.



Continuing our drive, we led the Ferraris high up into the Hollywood Hills for a night romp on Mulholland Drive. The evening was a wonderfully mild temperature with the clearest of skies, perfect for taking in the most breathtaking views of the city lights below. The dark, sinuous and virtually deserted road allowed for some "spirited" moments.





Hollywood Roosevelt Hotel

Arriving at the Roosevelt Hotel, our festively dressed members enjoyed a champagne reception with hors d'oeuvres in the elegant two-story sunken Spanish-Moorish Colonial main lobby. With its historic architecture, yet hip modern furnishings, it was the perfect place to relax and sip the bubbly. Ready for more of what the night had to offer the members moved upstairs to the private and very historic - Academy Room which overlooks the Hollywood Blvd., and Grauman's Chinese Theater.

The large double doors opened to the musical stylings of Chopin's *Sonata No. 3 in B minor* also known as the "funeral march." The room was dimly lit by the large wrought iron chandelier suspended from the original intricately hand-painted wood ceiling. Numerous flickering candles lined the large floor to ceiling windows overlooking the boulevard. A golden glow was cast by an authentic movie spotlight on a real vintage casket, which no effort was made to conceal the earthly patina of its use. The slight glimmer of tarnished prancing horses that embellished each corner of the casket hinted at what was yet to come. Flanked by a very tall old ornate candelabra and a funeral spray of dead flowers, a slow ominous fog slowly rolled out of the casket. Upon entering the room and taking in the ambiance one could not help but notice the large wall size projection of a vintage *Frankenstein* movie playing as a backdrop, appropriately enough two grave robbers were digging up a recently buried body to use in the creation of Frankenstein. Each table's centerpiece spoke of a refined

horror. The décor expressed an elegant and glamorous Hollywood, albeit morbid.

A sinfully delicious "to die for" four-course dinner was served. Just to make sure there were plenty of spirits in the hotel, a full platinum bar was available for stirring up member's favorite poisons and concoctions.

Hell's Bells tolled, signifying the casket viewing ceremony. Guests were welcomed to "pay their respects" to the spirits of those dearly departed Ferraris who left us before their time. What could be more frightening to owners of Ferraris!

DJ Jane then turned up the heat and started to rock the hotel. As the monster-size black and white vintage movies played: *Frankenstein*, zombies and classic horror creatures were willing accomplices to the night of dancing. The dance lights, strobes and wall size horror movies caught the attention of people and police officers alike passing by in cars below on the boulevard. Many slowed and stared up to our venue. YES, HOLLYWOOD, something was going on at the Roosevelt! In fact more than we knew was going that evening....

The Hollywood Roosevelt is without a doubt the most famous haunted hotel in Hollywood. The recent reported \$35+ million-dollar restoration returned it to its former grandeur, but also seems to have stirred up many ghosts who have become very active in its wake.

In fact, one spirit of the Roosevelt must have joined us at the party – a little 5-year-old girl, who calls herself Caroline. This little girl's apparition has appeared in the Academy Room on many occasions, not far away from a very cold spot, described as a "tubular shaft", a doorway used by spirits to enter this world. Perhaps Caroline had something to do with Keith & Cindy Shindoll's Ferrari keys which mysteriously disappeared. After much searching, the keys magically appeared in Natalie Process' costume cape hood...worth noting Mark & Natalie Process were dressed as Ferrari Speed Demons. Could it be, the little girl, Caroline was enjoying the party and did not want everyone to leave her alone. Or does she have a great sense of humor and thought who

better to hide the keys on than a Ferrari Speed Demon?

It was a very hard decision to choose only three winners for the costume awards. The trophies were fitting of the haunting atmosphere as the stylized toe pincher coffins opened to reveal a red satin lining with either a 14kt Gold or Sterling Silver Cavallino Rampante lapel pin donated by Tex Otto/Synchronis LLC. Best Costume Couple - Cheryl & Brent Holden, Best Costume Individual – Bob Boas, The Eulogy Award – Tom Mercurio.

After the award presentation the dancing and fun continued, eventually those who needed to travel home said their goodbyes. Those of us staying the night as residents within the haunted walls of the Roosevelt took full advantage of the dance floor, dancing the evening away. It was an evening to remember as the spirit in our Prancing Horses and the members added to the rich history and spirits of those who have found it impossible to leave the Hollywood Roosevelt Hotel.

A sincere thank you to all of those who made this unique event possible; Hollywood Forever Cemetery, Hollywood Roosevelt Hotel, David Freed/Premier Motorsport & Tex K. Otto/Synchronis LLC.

It was a hauntingly good time shared by us mortals and the spirits of Hollywood's past who are still reliving memories of their time spent in the fabulous Grand Dame of Hollywood – The Hollywood Roosevelt.

SF





Top row: Candy & Ken Pravtiz, Geoffrey Garwood & Brittany Fischbeck, Bart & Jan Duesler, Dawn & Shane Braudo.
 2nd row: Cheryl & Brent Holden, Keith & Cindy Shindoll, Chris Blatt & Kristi Scott, Linda & Tom Brockmiller, Bob Boas & Jodi Talentino.
 3rd row: Joel & Susan Kokis, Michael & Tina Grimm, Erick & Kathleen Pinckard, Natalie & Mark Process, Diane & Gary Cerveney.
 4th row: Joan & Doug Prestine, Tom & Holly Mercurio, Randall Paulson & Kodie Salter, Elliott Pritch, Alexander Radosevic & Jennifer Price.
 Bottom row: Demetri & Carol Zafiris, Rudi Ulrix, Bryan Tyler & Chris Walden.



Casual Drive:

East Valley area (and beyond!)

On Sunday, November 20th, as part of our club's new "area" strategy, Jim and Rita Bindman invited interested parties from the East Valley to meet at their Glendale home for some socializing, driving and lunch. It was an absolutely perfect day with views in excess of fifty miles.

In the morning, as guests arrived, coffee and donuts were served and people became better acquainted. While the event was geared toward our East Valley members, all members were invited and we actually had people from San Diego, Laguna Niguel, Newport Beach and Palos Verdes in addition to the "local" members from Glendale, Burbank and the San Fernando Valley.

At 11 a.m., the dozen Ferraris left for a 90 minute drive through Big Tujunga Canyon. This road often has very little traffic and we virtually had the road to ourselves. At the halfway point, we stopped at a really dramatic bridge overlooking a river (some members claim it was a stream) where the California Search & Rescue Squad was doing training. They all stopped their exercises to take a close look at the cars.

Arriving in La Cañada at 12:30, we had lunch at DISH Restaurant, which was able to accommodate our large party and especially our cars. Everyone had a good time and all are looking forward to more of these informal events. **SF**



Article and Photos by Jim Bindman

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A

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C



D



B



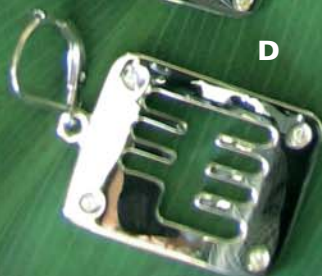
A



E Man's (shown) or woman's ring design custom-made to your desire



D



A F1 Paddle Shifter Earrings

B 5-Speed Shift Gate Earrings

C 5-Speed Shift Gate Necklace

D 6-Speed Shift Gate Earrings

E 5-Speed Man's Ring Woman's Ring Design also available

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BEST OF FRANCE AND ITALY CAR SHOW



The Best of France and Italy Car Show is the last opportunity of the year to shine and show your prized possession and annually marks the end of the concours season. For the past two years the show has been plagued with bad weather and a poor turn out of both cars and spectators. However, this year with great weather and a schedule change from Sunday to Saturday, the machines and automotive enthusiasts all showed up in record numbers.

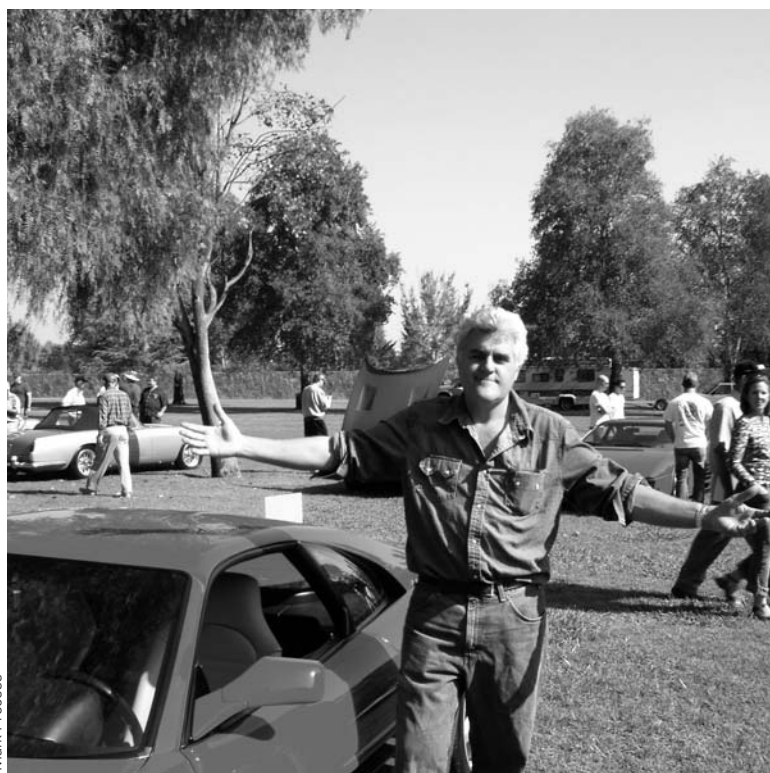
This show is the most widely attended event for Fiat and Alfa Romeo, and is the only locally judged show available for Fiat owners.

Vying for the best of show prize, Fiat owners entered over 40 124 spyders all in excellent condition along with a mix of 850's, X1-9 coupes and some nicely restored sedans. The Alfa group showed 50 Guilietta

Every Ferrari was exceptionally prepared and proudly presented by it's owner.

Spyders and a pair of rare V8 powered Zagato bodied Montreals. Other Italian marques included: Bizarini, Isotta Franchini, Maserati, Pantera and Lancia. The Lamborghini corral showcased every model since the 350GT including two gorgeous Muira SVs. All in all, a wonderful assortment of great cars to check out.

The Prancing Horse was well represented with over 30 entries. Considering that this show is a non-judged, display only event; every Ferrari was exceptionally prepared and proudly presented by it's owner. The assortment of Ferraris included a pair of 250 PF cabs, Tom Shaughnessey's 166, a 330 GTC, Daytonas, Dinos, GT4s, 308s, 328s, 348s, 355s, 360s and a 550.



Mark Process

Article by Mark Process

Photos by Mark Process and Wally Clark

Top: Ferrari Corral. Above: Jay Leno with Mark Process' 348 Speciale.

continued on page 20

BEST OF FRANCE AND ITALY CAR SHOW

Besides showing a car, the event provided an excellent venue to meet other owners and discuss the events of the past year. One notable attendee was ultimate car guy Jay Leno who was more than happy to have his picture taken with a few of the Ferraris.

One of the oddities was a rare Czech made Tetra which was touted by its owner as "the fastest car in Eastern Europe." At the end of the display field everyone was oohing and aahing at what appeared to be race prepared 250 Testarossa, but it ended up being a fiberglass body kit attached to a 280Z chassis and engine with elaborate Italian looking plaques and badges!

Besides the fine automobiles on display there were a number of vendors with great memorabilia, car care products and spare parts for an assortment of different vintage makes. Add in a few food vendors preparing Italian sausage sandwiches and pastries along with a beautiful fall day and the result was a perfect afternoon for any sportscar fanatic. I guess I forgot to mention that there were a few varieties of French cars on display (as the name implies) but with such a great showing of Italian machinery to inspect, no one really cared. SF



Wally Clark



Wally Clark



Wally Clark

Two 250 GTs preparing to shine on the gorgeous day.
Tom Shaughnessey's 166. A couple of nice Dinos at Woodley Park.

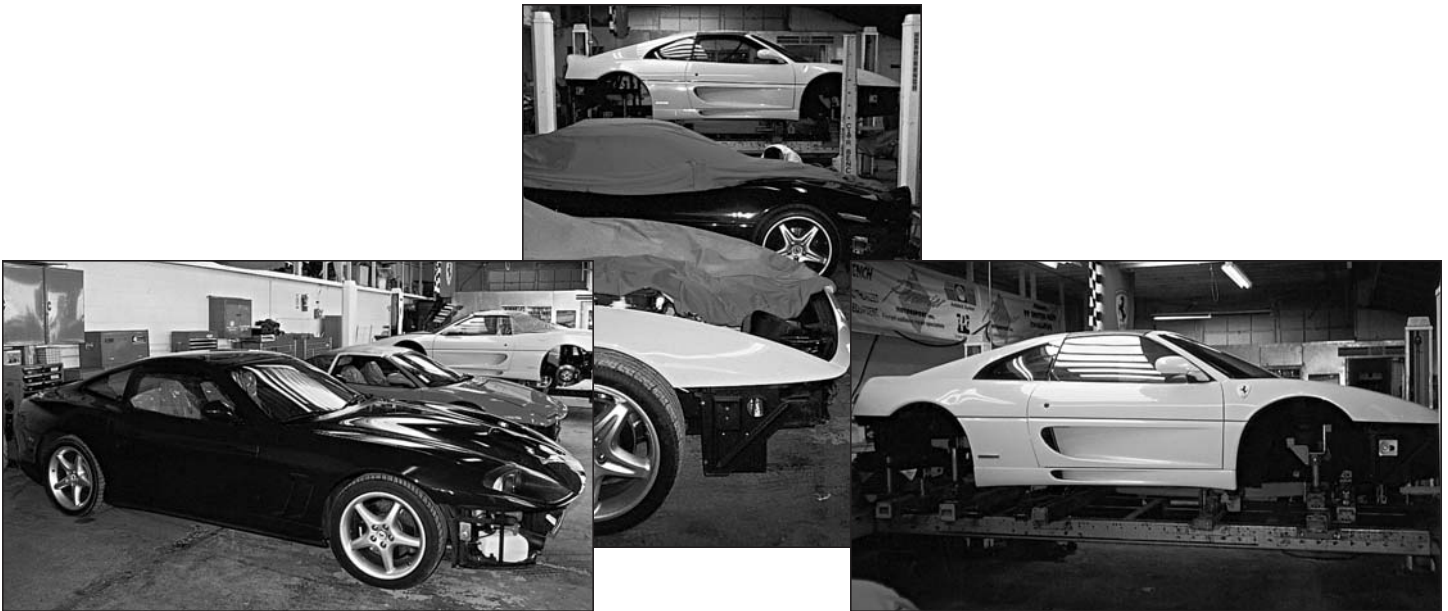
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MEGUIAR'S A FERRARI SPA

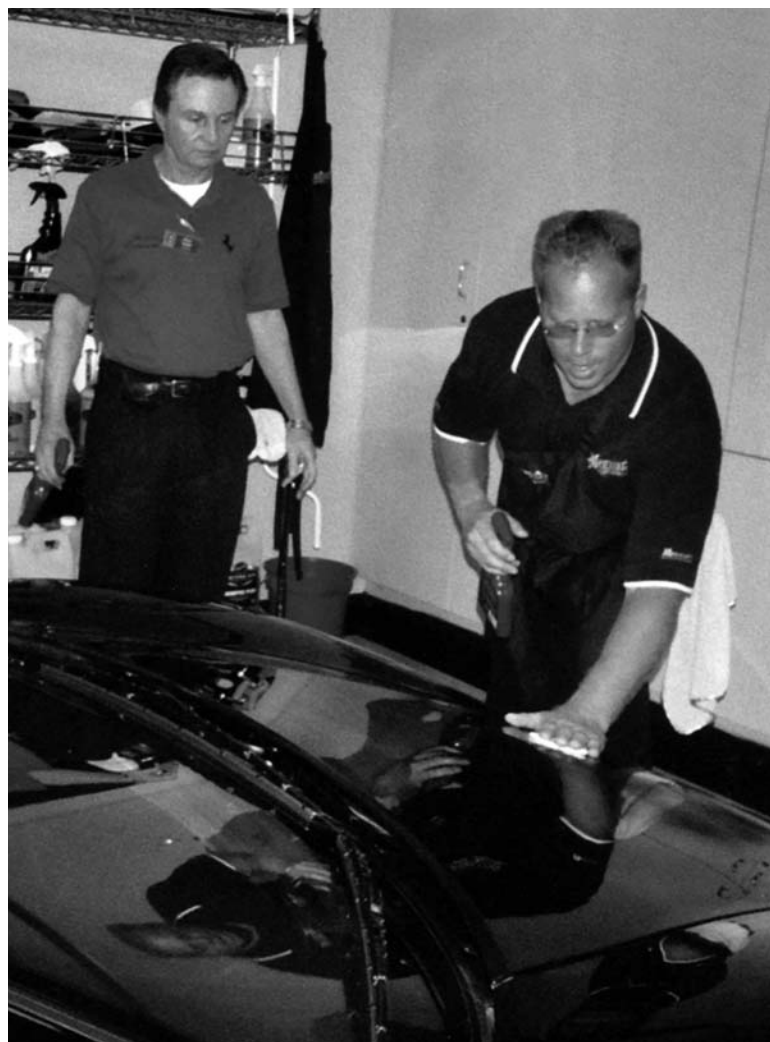
...And out of the cool, dewy, mist an eclectic collection of Enzo's best descended upon the handsome edifice of Meguiar's Irvine garage for rejuvenation.

Owners settled into a "technical site" sampling a plethora of Vitamins C&D- coffee and donuts – while Mike Phillips, wax master supreme, presided. Car Care Seminar 101 commenced with a video of the family's history and concours clips of award-winning automobilia utilizing their wares.

Early beginnings in 1901 featured polish for 20th century homes embellished with natural wood furniture necessitating moisturizing for surface retention. After 1909, when the advent of the horseless carriage became prevalent on the American landscape, a need arose for dressing metal and hides as well as wood, which was commonly used in automotive construction at that time. Under the forward-looking leadership of Malcolm Meguiar, the company expanded their line and developed quality products for leather and paint.

Following World War II, veterans began a creative metamorphosis of their "plain vanilla" autos into effulgent hot rods, thus consummating a new era of activity – the "car show". Spectators queried why these "rides" were so glamorous. "We use Meguiar's" was often the answer. With the transformation of the "car show" into a "concours d' elegance", competition grew fierce for displaying the most stunning rod. Product sales soared.

These Italian masterpieces were touched by the hands of every participant.



Article by Brian Quadt

Photos by Carolyn Quadt

Chris demonstrating supplies. Pizza joins products. Walking tour of parking lot. Final debate – Mike wins. Let the cleaning begin. Black demo canvas is prepped. Mike "palming" the clay as Brian looks on.

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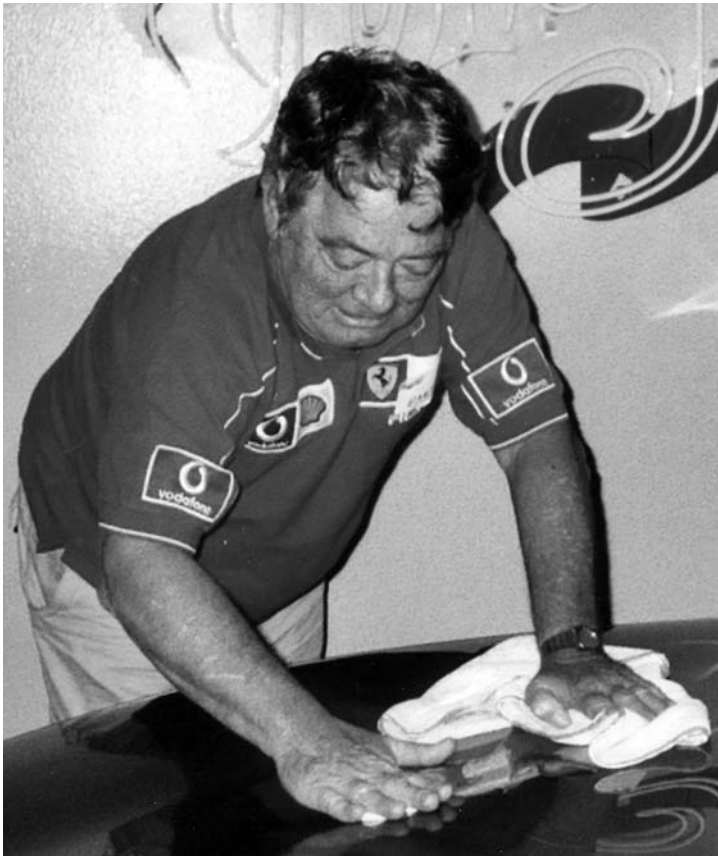
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THE PROCESS FORMULA IS AS FOLLOWS:

Direction # 1 – Wash car prior to application of other agents. At this point, bottles of Quick Detailer were voluminously sprayed onto both cars and flying hands speedily cleansed debris in a matter of minutes!

Direction # 2 – Remove environmental surface sediment. Mike then presented a plate of golf-ball sized spheres of pristine white clay (Carolyn's favorite substance), taught us how to knead, spread and hold it in the palm and demonstrated the perfect technique of "claying."

Direction # 3 – Sherlock Holmes style investigation using the photographer's loupe. A small black tube of "miracle" paste magically appeared and a thumbnail sized amount was squeezed onto a sponge. Using "passion for the pad", Mike removed visible and almost invisible scratches and swirls from the paint.

Direction # 4 – Apply a "thin" coat of polish. Contrary to popular belief, polish is an oil-based agent depositing a high gloss to the surface. Polish is NOT wax!

Direction # 5 – Apply wax. A final application of wax – of which there is seemingly endless variety – brilliantly enhances the oily polish radiance and provides protection from the elements for the paint.

Mike stepped in to assist the neophytes with his detailing expertise on the 360's paint which morphed into a stunning blue-black metallic. Were these really the same two Ferraris we drove into the garage a short while ago? Amazing!

Finally, each member was gifted a goodie bag containing the most technologically advanced products on the planet. Personal home use selections were made by many attendees from two entire walls of well-stocked shelves. Demonstrations completed, participants were invited to practice techniques with any product, material or supply in the garage to cleanse and condition their own cars prior to departure.

As the clock wound down to garage closing time, each Ferrari exited in parade-like fashion amidst a photo session revealing gleaming reflections in the foyer glass as the procession passed for Mike's review.

For those who prefer sipping Starbucks and perusing the Wall Street Journal rather than initiating "elbow grease" they provide an alternate facility – a detailing spa in nearby Lake Forest – where personal and customized service is available by appointment.

Major thanks to Meguiar's for sharing food, forum, supplies and space and to Mike and his assistant Chris for an outstanding educational and technical day. **SF**



Research, development, testing and manufacturing were originally accomplished in the family homestead garage. A 95-year evolution yields stores encircling the globe with manufacturing plants in Tennessee and Toronto, Canada. Currently, their waxes and conditioning treatments lead the field for the automotive, aircraft, furniture and marine industries. They proudly claim the discovery and production of a mold release wax used almost exclusively for forming Fiberglass boat hulls. Barry Meguiar, of Car Crazy video fame, still wields the reins of the family owned and operated business.

Suddenly it was noon, and giant boxes containing an exceptional selection of pizza – courtesy of the host – arrived just prior to completion of step-by-step instructions. Nourishment enabled us to follow Mike on a walking tour of the parking lot scanning the horizon for "victims" eligible for enhancement.

After a brief debate, a silver 550 which had been meticulously prepared for grooming by being driven daily without a shampoo for weeks, was selected to make the cut. Mike's affinity for black as a demo canvas signaled a metallic black 360 spider to pull into the second surgical stall.

Within the private garage confines, these Italian masterpieces were then touched by the hands of every participant. Sound scary? Not with guidance from Maestro Mike, who passed out specially designed sponges, micro fiber towels and other secret products from the garage cache.

Bart "claying" surface sediment on his 550. Does this look scary?

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FERRARIS AT AUTOBOOKS/AEROBOOKS

Tex K. Otto

The weather Saturday morning was beautiful, only in California. We were off to a good start. At 8:00 A.M. my partner's sons Guy and Phil Coulombe were at my home to load up my Ranchero with a canopy, tables, chairs and soft drinks.

My cell phone rang at 8:30 A.M. It was Roger Leary, Sales Manager of Virtual E-Corporation with the two race car simulators. He was on his way to the Autobooks store in Burbank. I had discussed with Greg Lovell of Autobooks our preference of having the truck with the two race car simulators parked on the main street in front of the store for best exposure. "Not a problem and not to worry," he stated.

After parking the truck, the Ferraris started showing up. Kevin Murphy parked his outstanding 512 BBi behind the simulator truck along with Hank Garfield and his Mondial t Cabriolet "Rachel".

Inside the bookstore we had Alan Kuhn selling automotive photos and artist Rick Ruder exhibiting his wares.

During the day there were a total of twenty five Ferraris joining us, all years and models. Rick Darling made my day with his beautiful '63 Lusso #4389. At noon, Domino's delivered pizza for us to share with our FCA members. Everyone was enjoying the afternoon when Jay Leno drove up in an American V-8 powered Monteverde. He caused quite a sensation as everyone gathered around the car. My understanding is that there are only four of these models in the world.

During the day there were a total of twenty five Ferraris joining us, all years and models.



Tex K. Otto

Article by Demetri Zafiris
Photos by Tex K. Otto and Steve Steinhardt

continued on page 28

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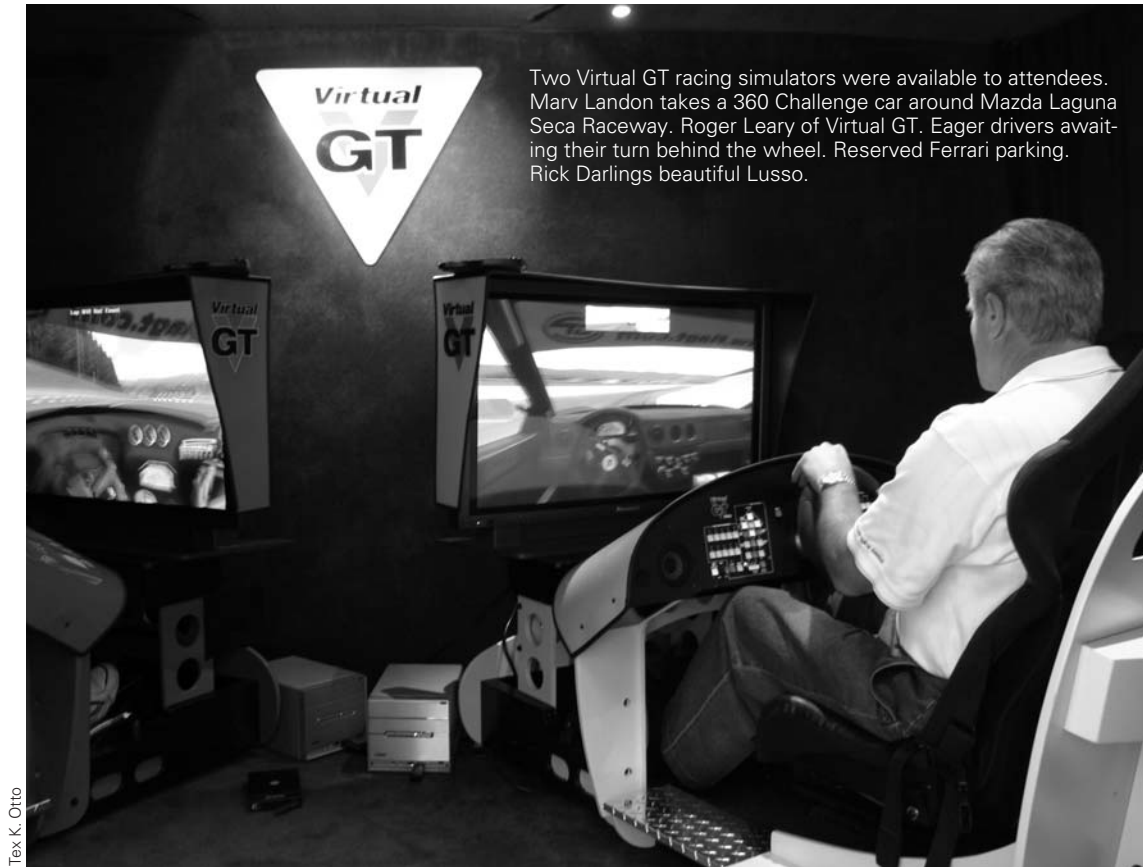
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Two Virtual GT racing simulators were available to attendees. Marv Landon takes a 360 Challenge car around Mazda Laguna Seca Raceway. Roger Leary of Virtual GT. Eager drivers awaiting their turn behind the wheel. Reserved Ferrari parking. Rick Darlings beautiful Lusso.



Tex K. Otto



Tex K. Otto



Tex K. Otto

Taking photos for the day were Steve Steinhardt and Sempre Ferrari Editor Tex Otto. Off and on I checked with Roger Leary to see how everyone was doing with the simulators and he wanted to know when I was going to drive. I told him I would be last. Around 2:30 P.M., I sat down in the racing simulator and ten minutes later I was soaked with perspiration and suffering from motion sickness. When I mentioned this to Paul E. Story, the President /CEO of Virtual E-Corporation, he informed me that approximately 10% of the people suffer from motion sickness, talk about feeling like a whimp.

I would like to thank everyone at Autobooks: Chet Knox, Greg Lovell, Doug Stokes and Daemion Garro. All of you helped make our event most successful. I would also like to mention Chet Knox has purchased *Miss Information's Automotive Calendar of Events Magazine*. A full page ad of our event designed by Greg Lovell appeared in the November 2005 issue on page 9. A special thanks to Doug Stokes for recommending Virtual E for our event, they were an absolute delight to work with. SF



Steve Steinhardt

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In light of the speeds that some Ferrari drivers do on public highways, this article by John Rice should be sobering. Whether it will change anything or not is conjecture. The liability of one's actions should serve as a cautionary note to drivers. Ed

Regarding actually USING high performance cars on the street, and a particular Enzo crash in Italy.

As near as I can tell, it slammed into a concrete wall (covered with the greenery). Nothing apparent that would have torn it apart at the midsection. Still trying to figure out what did that. Needless to say, the 42 year old driver died. Got me so... anxious... that I did a web search. On Wrecked-Exotics.com there is a black Enzo on



WreckedExotics.com

it- and climbing fast... still open road... when I realized that my right rear tire had a patch in it from a nail a couple of months earlier! I backed off so quick thinking... This is asking for a nasty accident.

When I was even younger and crazier, I thought nothing of passing

ple in a awful 2 car accident. He tore out of the toll booth exiting the Golden Gate Bridge. He used every bit of power to impress his two female passengers and apparently forgot that his third passenger in the jump seat affected the balance and never made it past the first high speed sweeper... and

USING High Performance Cars on the Street

Article by John Rice

a flat tow rig that is also torn up badly. I don't recall any F40s like this but maybe I am just in the dark. I start wondering how suitable carbon fiber is for cars, but the impact to tear them apart like this probably deems it irrelevant.

I always remember one of the Lotus drivers, Martin Donnelly, in the early days of carbon fiber for F1 cars. He had a major impact that literally made the front 2/3rd of the car explode into little bits. Donnelly was lying in the middle of the track with small bits of debris spread everywhere. He survived and regained most of everything but his F1 career was over.

I had an '87 Porsche Carrera that I spent insane money trying to build into a California legal Ruf CTR copy- as close as we could do in those days and have a car that would pass emissions. It used to accelerate SO hard from 150 mph. I don't do this anymore... but it was a sensational experience. I would find myself slowing to not scare some poor soul to death as I flashed past. I also once was doing a fast number with my foot really into

someone at 150 or so but I could not live with the idea of doing something stupid or having something happen and a terrible accident.

Having had my share of extreme hard road racing I became aware of how easy it is to have a serious and horrific crash. I cannot imagine this in something like my wife's 550. I drive that thing on the roadway and see all the big SUVs and trucks everywhere

I became aware of how easy it is to have a serious and horrific crash.

and I almost don't want to drive it. Americans are very lazy drivers and there has been a big increase in aggressive drivers and they are generally unskilled and driving SUVs. Way too many are people talking on cell phones and used to people getting out of their way. I wish I were exaggerating but this is the situation. In the 550 you feel like you are living out a death wish. Sigh.

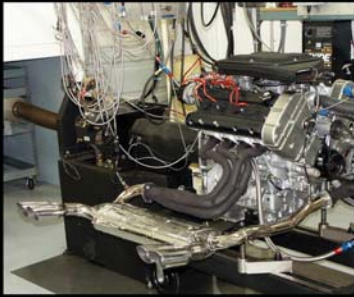
Another emerging factor here is a changing attitude towards people who cause major accidents. It used to be pretty much just "an accident". I still remember a youngish driver of a mid-'70s Porsche Targa who killed 7 peo-

sideways into an oncoming car that was crowded with passengers. The S.F. Chronicle headlined the accident with particularly gruesome photos and wrote it up as if that Porsche driver was almost heroic. I was still pretty crazy but could not understand how they let him off the hook. Being dead probably helped....

Today the media would be talking to the victims families and someone would pay. Well, everyone possible would be sued, wouldn't they? Today the "blame factor" is very much alive. Someone going terribly fast in anything considered a performance car is asking for a huge liability hit if something goes wrong or they make a mistake. I hesitate to put this in writing but criminal liability is the new thing. Used to be it would require alcohol, drugs, or street racing evident. But today, high speed puts you squarely in the center of the target. How many years of your life is it worth to go really fast? To say nothing of what incarnation would do to your family and finances.

In the spirit of early adventurous motorists, I close with GODSPEED.

SF



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