



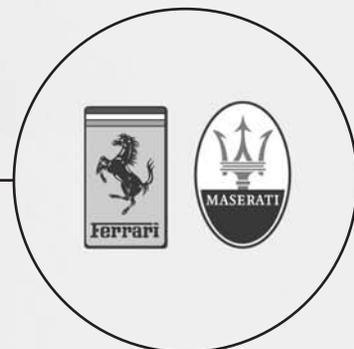
SempreFerrari

Magazine of the Ferrari Club of America Southwest Region



3/4
2006
Volume 13 Issue 2

FERRARI & MASERATI
— of ORANGE COUNTY —



FERRARI & MASERATI
— of SAN DIEGO —



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FCA
SOUTHWEST
REGION



PRESIDENT'S MESSAGE

Dear FCA Members:

On March 2nd, I will be flying to Washington, DC for the FCA National Board of Directors meeting. The meeting is held each year in March, in the region that will host the National Meet. This year the event will be in Chantilly, Virginia and is titled Il Cavallino Rampante. For information on this event see the February issue of the FCA News Bulletin.

This will constitute my second opportunity to participate in the National Board Meeting. As you may already know, the FCA has sixteen regions in the United States and Canada. The meeting is one of the great and unique aspects of the Ferrari Club of America, which will be attended by the President of each region, as well as the National officers. In essence, the intent is to share information between all regions in the hope of maintaining continuity, as well as learning from each other. This is a two-day conference in which each region presents a report on the status and highlights of the past year.

During the meeting there are presentations on the criteria for track events, concours, the newsletter, the publication of Prancing Horse, liability insurance, membership services, Regions, Chapters and regalia. In addition, workshops are held where we obtain the benefit of sharing how individual regions address specific subjects such as obtaining sponsorship for events, creating and coordinating chapters within a region, charitable events, encouraging membership and recruiting board members.

I will be proud to report that our membership continues to grow, now at 593, an increase of twenty percent over the past two years. With a sound treasury, a terrific Calendar of Events for 2006, new people attending dynamic-energetic board meetings, and the development of the Area Coordinator Program, 2006 is shaping up to be a monumental year for our region.

Therefore, and once again this year, I am proud to represent all of our region's members: those who have participated in our events, in particular our Committee Chairpersons, Board of Directors and Officers.

Many thanks to all; from my perspective our region keeps getting better!

See you on the road!

Walter Meyer
President, Ferrari Club of America, Southwest Region



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Ferrari SpA

Carlos Amato honors the 308.

Cover photos: Tex K. Otto

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Sempre Ferrari

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FCA
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.



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Jeff Littrell
Webmaster

Marla Joseph
Club Administration



We look forward to your participation at our events!



FCA Southwest Region events in **bold**

March 2006

- 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.
- 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.
- 11th** **Southwest Region Board Meeting** 9:00AM.
- 18th** **50th Year Celebration of Ferrari 250 GT #0429** to honor 1956 Geneva Motor Show. At Roger Groves' office in Irvine. Hot catered lunch. Event information R1.
- 24-26th** **Gourmet Ride & Drive** Weekend drive to the central coast wine region. Info: Doug Prestine 310-472-1187.
- 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 R2.

April

- 2nd** **Dana Point Ferrari Car Show** "In Your Area" event. Dana Point Yacht Club. With brunch. Event information R3.
- 8th** **Southwest Region Board Meeting** 9:00AM.
- 9th 13th Annual Classics for Charity at Mercedes-Benz of Beverly Hills. 310-557-0651.
- 22nd** **LA County Juvenile Hall Charity Ferrari Exhibit** 10 a.m. to 3 p.m. Don West 310-378-2954. Event information R3.
- 29th** **Tour of Scherr (Classic) and Carpenter (Chrysler) Collections** Includes BBQ lunch at Marv & Jill Landon's home. Event information R4.

May

- 6th** **Go Kart event at Adams Karting in Riverside.** Info: Kevork Hazarian 818-755-9555. Event information R4.
- 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 R5.
- 21st Los Angeles Concours d'Elegance Feature Ferrari, pre 1984 only. Rose Bowl, Pasadena. Info: Wally Clark 714-630-9202.
- 31st** **FCA National Meet** Mid-Atlantic Region, Washington DC. May 31 through June 4, 2006.

June

- 4th** **Huntington Beach Concours** Event info: 714-375-5023. Ferrari entrants contact Ken Thomas phone 213-595-1545.
- 10th** **Southwest Region Board Meeting** 9:00AM.
- 11th** **Tour d'Angeles Crest** Road tour beginning on picturesque Angeles Crest Highway. Lunch at the Sycamore Inn in Rancho Cucamonga. Info: Ken Thomas 562-421-0490. Event information page R6.

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.

- 18th** **Concorso Ferrari on Rodeo Drive** Beverly Hills. FCA judging for Ferraris though 1984. Ferrari corral parking for spectators. Space is limited. 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 R8.

July

- 2nd** **2006 U.S. Grand Prix Viewing Party** Jack and Patty Queen's home in Rancho Santa Fe. Just for fun Concours, grandstand seating, Diamond Vision TV, brats and dogs just like at the races. Info: Tom Brockmiller 949-716-2395. Event information R9.
- 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** **Day Drive and Tour of Tom Malloy Race Car Collection**
Info: Marshall Buck 310-559-3947.
- 16th** **Southwest Region Board Meeting** 9:00AM. Note changed date to accomodate September 9th event.
- 22-24th** **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. Everyone is welcome.

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



Mark Process
818-906-2678
dszner35mm@juno.com

Meets: First Sunday of each month at 8:30 a.m.

Bob's Big Boy/Starbucks – Toluca Lake/Riverside Dr.

West Valley
Tarzana

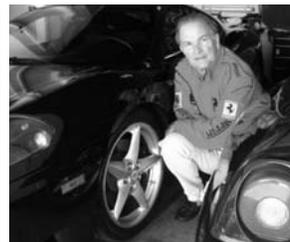


Murray Cogan
818-368-7775
MtlRoc@aol.com

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.

New Location: Temescal Canyon & Pacific Coast Highway. Northeast corner - Restrooms only.

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.



FCA Southwest Region

HOLIDAY PARTY AT THE QUEEN MARY

The Holiday Party was well attended by 32 people who were treated to a private cocktail hour in the Sir Winston Churchill Bar & Lounge. Champagne and lots of conversation with Ferrari pals were enjoyed. We were taken on a private guided tour of the ship. I have been aboard several times the fabulous Queen Mary, but the tour took us to places I had never seen before.

At the end of the tour, we were escorted back to the Sir Winston Churchill for an exquisite dinner of filet mignon, lobster tail and jumbo shrimp. This included more wine and conversation with a view of the Long Beach Harbor from our dinning tables. The service was excellent and the conversation delightful.

After consuming our gourmet dinner and sharing life experiences with our guests, we returned to the Sir Winston Churchill Bar where we were entertained by a piano and singer. The night ended on lots of good thoughts and well wishes for a Happy Holiday and a great New Year for all.

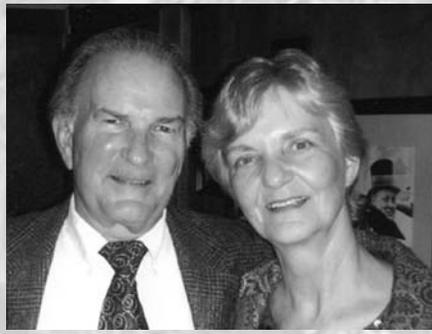
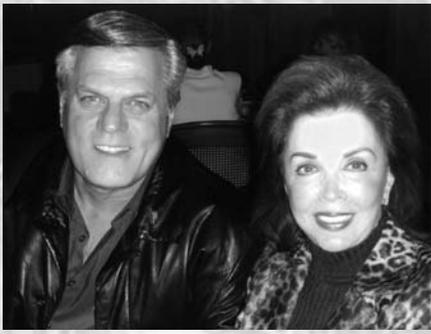
A special thanks to Don West for decorating the dining room with FCA banners & flags.

Champagne and lots of conversation with Ferrari pals were enjoyed.



Article by Marv Landon

Photos by Joan Prestine and Steve Peters



THE INAUGURAL
Los Angeles Concours d'Elegance



MAY 21, 2006, 10 AM – 4 PM
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 ADJACENT BROOKSIDE GOLF COURSE
 PASADENA

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 28 classes of vintage cars, classics, muscle cars, exotic sports
 cars and many more...plus 100 specialty and race vehicles.

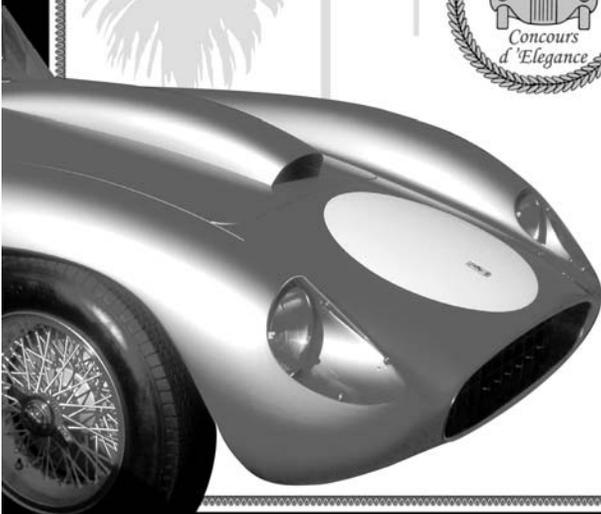
Admission: \$25 prior to May 15, \$30 at the door.

VIP Tickets with luncheon and beverages: \$75 pre-sale only.

Ferrari car corral parking on the Rose Bowl apron inside the gates
 with pre-sale tickets only (arrival 9 am).

Exhibitor and ticket information at www.LAConcours.com
 or 323.469.1973.

All proceeds to benefit Assistance League® of Southern California,
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The coastal mountains adjacent to the starting point offer a diversity of alternatives that should long hold the interest of the participants.



FCA
SOUTHWEST
REGION

INAUGURAL
WESTSIDE
LOCAL AREA DRIVE



Unseasonably pleasant weather coupled with relief following the busyness normal to the Holiday Season brought out 21 cars to the Saturday, January 7th Inaugural Westside Local Area Drive. The group gathered at 9 AM and enjoyed each others company before heading north on Pacific Coast Highway. Area Coordinator Doug Prestine introduced the group to the concept of a regularly scheduled local ride that might assume “a life of its own” for those occasions when he might not be able to participate. He shared the hope that routes and ultimate destinations might be consensually agreed to on an impromptu basis without the requirement for extensive advance planning. The coastal mountains adjacent to the starting point offer a diversity of alternatives that should long hold the interest of the participants. By selecting a destination with interesting food and timing an approximate 11:30 arrival, those wishing to remain for



Article and Photos by Walter Meyer

lunch can be accommodated regardless of number while those with other commitments can get to them on time.

That said, the group proceeded up the Highway to Point Mugu and inland on Las Posas Road across the Oxnard Plain to Potrero Road. At that point, the sweepers enjoyed by the drivers of the vintage cars yielded to the twisties of the Santa Monica Mountains generally preferred by the drivers of the more modern cars. Following a couple of hours equally divided between the driving preferences of both contingents, the group arrived at Adobe Cantina near where Kanan Road meets the 101. This afforded those with the time for lunch a venue that everyone enjoyed while those with other commitments could quickly return home by simply jumping onto the nearby freeway. By good fortune, nearly everyone stayed for lunch continuing the camaraderie often associated with these wonderful cars.

The Westside group welcomes any and all participants at 9 AM on the first Saturday of each month. Oddly, the major grocery chain located at Sunset and Pacific Coast Highway fails to understand the value of our business. Accordingly, the meeting location has been moved to Temescal Canyon at the northeast corner where it dead-ends into Pacific Coast Highway. Restrooms are available at that location, but no fuel or coffee. So please arrive with a full tank until a more appropriate location is identified. **SF**

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Ferrari photo courtesy of Ferrari S.p.a.



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What could be more fun on a Saturday morning than to get together at Dromo 1 with a few friends for an hour and a half of nonstop competition? Our group's endurance, determination and slippery surface skills were tested.



WHITE

Tom Brockmiller, Jon Johnson, Dustin Troyan

GREEN

Carlos Amato, Brandon Brockmiller, Peter Riley

RED

Tex Otto, Vicki Christian, Brian Sing

ORANGE

CJ Chiaravalloti, Tommy Arnold

PURPLE

Don West, Greg Kehoe, EJ Kehoe

YELLOW

Nojan Boloorchi, Blake Christian, Nancy Sing



DROMO 1

INDOOR KART CHALLENGE

Article by Tex K. Otto
Photos by Tambi R. Otto

An ambitious group of competitors signed up for a fun morning of driving speedy karts in a team challenge format. The morning of unusually light traffic saw a group of us drive down from LA while other participants came from southern OC.

As participants gathered outside Dromo 1 before the doors opened for our group, everyone was sizing up the other drivers. Some looked like they were taking this event very seriously with their custom-painted helmets and fine leather driving gloves.

After check in, drivers suited up with a supplied driving suit, full-face helmet, head sock, gloves and neck brace. Our event manager Brian gave our group an orientation to inform drivers of the rules of track and soon we were behind the wheel for warmup laps.

A random drawing of team colors placed drivers in one of six teams. All drivers then got about 8 laps behind the wheel to get used to the karts and track. With the cool morning it took a couple of laps to get the tires warmed up enough to go flat out.

After the timed warm up laps, each team discussed their own strategy to determined the driving order of their team and how long each driver was to stay in the kart for the relay race challenge. There were two ways of switching drivers: either announce to the Dromo pit marshall that your team wishes to replace their driver, or a kart driver can signal to the flagman that they wish to get out of the kart.

Each team's lead driver was assigned a kart and released on track for placement onto the starting grid, as the drivers were being cheered on by their teammates. The F1-style start brought a six-pack of karts sliding through the first chicane where miraculously no one spun out on the cold slippery concrete. The first few laps were full of rubbing and sometimes not so gentle tapping as drivers were settling into their respective groove. Being a very tight course and with everyone's different racing line, karts have a tendency to want to mutually occupy the same place on the track. It was all very safe and everyone was courteous.

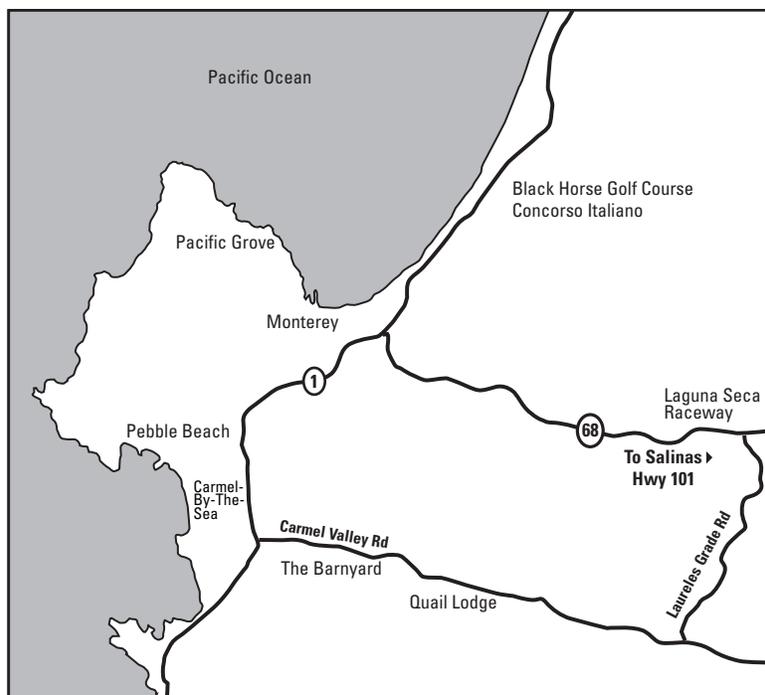
The red team of which I was a part of built a bit of a lead initially, but the white team of Tom Brockmiller, Jon Johnson and Dustin Troyan had a strong strategy for the one and a half hour competition and they won overall completing 162 laps.

ESPN-style post race interviews with podium trophy presentations were followed by a tasty lunch across the street at Chili's, where everyone got to know each other a bit more and continue the fun.

Everyone expressed that they had a great time with more than enough track time for each team member. Thanks to Helen, Brian and the staff at Dromo 1 for a very fun event. I also extend immeasurable recognition to my wife Tambi for seeing that the event ran smoothly while I was playing racer. **SF**

Every summer the third week in August brings the Mecca of sportscar events to northern California.

As a service to our new FCA members or for those of you who have not experienced this event, we would like to give you an introduction to what you might expect and how to plan for this popular weekend. This guide is written with the “first timer” in mind. Our goal is to provide you with suggestions to experience as much as possible and sample a little bit of everything.



MONTEREY WEEKEND PLANNING GUIDE

Article by Mark Process

With contributions by Carlos Amato and Linda Moore

LODGING

First of all, it is most important that you plan early. August may seem far off but the Monterey peninsula has a limited number of quality hotel rooms and most of them are booked in advance via a list of repeat customers who have priority over new lodgers. Of course every year many people do not retain their annual reservations so openings will appear. The best way to find an available hotel room is to call the Monterey Peninsula Reservation Center 888-655-3424 or Resort 2 Me at 800-757-5646 and get yourself on a waiting list. Be aware that most excess rooms are released in mid February, so call immediately. Also try to be flexible, you may have to consider hotels in areas up to 30 miles away; Salinas, Pacific Grove and Gilroy are options (see map).

You can also try making a reservation through the FCA Pacific Region. They book a block of rooms at Casa Munras and is a good choice for those who enjoy the company of other fellow FCA members and their cars while attending the event. The hotel offers a location that is walking distance to the restaurants and nightlife of downtown Monterey and a reasonable commute to most of the events you will be attending.

EVENTS

Once you have established suitable lodging you can now start planning which events you will want to attend. The evolution of this weekend has revolved around the Rolex Historic Races and is the one event that should not be missed. Hosted by the famous Mazda Raceway at Laguna Seca, this event showcases some of the most rare and sought after racing machines produced throughout the history of motor sports. Cars of every make and vintage run 10 lap heats with a completely different field of cars competing in each session. This format allows the spectators to see the most comprehensive assortment of cars and is like viewing a rolling encyclopedia of road racing history. You can save money by purchasing tickets online before the event as the price is much higher at the gate, contact the Mazda Raceway at 1-800-327-SECA (7322) or use the link below to buy tickets online. This and all the events listed below have advance ticket pricing so we encourage our members to plan now and purchase all admissions well in advance. We also encourage you to check with MapQuest or AAA to get maps for the areas you plan to visit, your trip will be much more enjoyable if you don't waste time being lost.

continued on page 19

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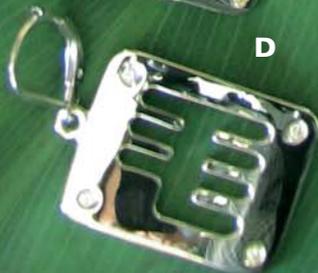
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A



D



- A F1 Paddle Shifter Earrings
- B 5-Speed Shift Gate Earrings
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Here is a day by day schedule and our suggestions of activities:

HOW TO GET THERE:

For FCA members, the Monterey weekend traditionally starts out with the Southwest Region sponsored Ride and Drive which is a great way make a mostly uneventful free-way cruise more interesting and includes a much needed lunch stop. Contact Jim Bindman for more details. Arriving at the Monterey area we advise that you study the map in advance and know exactly how to get to your hotel, if at all possible avoid any route that uses Carmel Valley Road as it is usually gridlocked anytime after 2:30 PM. If this is your first time driving up to Monterey and you do not mind spending a little bit more time on the road, we suggest taking the alternate route up Highway 1 thru Big Sur after the lunch stop. The FCA drive goes straight up the 101 Fwy and does not offer the same ocean view scenery.

THURSDAY

If you arrive early enough, try to get into downtown Carmel to see the display of cars which participated in the **Tour de 'Elegance**. This is a nice preview of some of the cars that will be displayed on the lawn at Pebble Beach on Sunday and is free to everyone. If you are more interested in cars at speed you can watch the **practice sessions at Laguna Seca**, also free of charge. If you can't get to either of these events, you can use the balance of Thursday's daylight to cruise the remarkable scenery of the Monterey Bay coastline or the famous 17-mile drive, it may be your only chance. Those of you showing cars at Concorso Italiano the next day may opt for going straight to the hotel, having dinner and preparing your car. Also, bring lots of towels; the Monterey area gets a downpour of morning mist and your car will need a thorough drying if you plan to show at the Italiano.

FRIDAY

If you own a Ferrari, then the **Concorso Italiano** is for you, as it is the largest gathering of Italian cars on the planet. If you sign up before June 30th you can get display parking on the fairway and entrance to the event for less money than buying a standard ticket and parking in the corral. For a few dollars extra, you can participate in the **Cavallino Concours** and maybe win a trophy.

If your tastes are more upscale, you can check out **The Quail: A Motorsports Gathering**. At \$150 per person it is pricey, but more intimate (and prestigious) than Concorso Italiano. If neither event suits your taste you can watch the **time trials at Laguna Seca**, but you must have a ticket for this event. For the first timer, we recommend Concorso Italiano. For dinner, try any "joint" on Cannery Row and afterwards you can check out some of the auctions taking place in the area; Russo Steele and RM Auctions will be active well into the night. Go on-line for tickets and locations if you are interested in attending.

SATURDAY

The first day of actual racing at **Laguna Seca** starts at noon, but get there early to watch the final rounds of practice which start at 9:00AM. If you want to bring your car, corral parking is available from the FCA Pacific Region – make sure to sign up in advance. If you want to watch the races in the company of other Ferrarista, they also offer a hospitality tent with a luncheon. If you prefer to leave the driving to others you can park at the Embassy Suites Hotel and take the free shuttle to the races, but again get there early; the last shuttle leaves at 11 AM.

After the races the **Khaki's** company puts on a wonderful event at the **Barnyard Center** from 4:30 to 7PM. All Ferraris get in free; directions to this event will be in *Sempre Ferrari* 7/8. If you want to feel the real pulse of this weekend, take a walking tour around downtown Carmel after 8PM to see lots of interesting machines parked and driving around with throngs of car crazy pedestrians taking pictures.

SUNDAY

If you are interested in seeing the most beautiful and expensive historic cars up close, you can attend the world famous **Pebble Beach Concours d'Elegance**. Be prepared to spend money, the tickets this year will be \$175.00 per person and the available fare for lunch is not cheap. However, you will rub elbows with the privileged few who can own 10 million dollar show cars and see the most meticulously prepared machines in the world. As all events in Monterey, parking is at a premium and shuttles are available so check with your hotel and the Embassy Suites for schedules.

Sunday is also the last day of racing at Laguna Seca with the same hospitality tent and corral as Saturday. Make a point of spending some time between sessions walking the pits. All of the cars are available for inspection and you will find most of the privateer owners enthusiastic to discuss their hobby and the vintage machines they love.

Other interests: the Monterey Peninsula is home to a number of excellent restaurants; try Cannery Row or downtown Carmel for dinner during your stay. Also, if you run out of auto events or just need a change of pace; Carmel is famous for art galleries, gift shops and boutiques. The local shops usually try to stock up on "theme of the week" sports car memorabilia and racing related collectables, so do some shopping and take in the scenery of this quaint artisan village.

SUMMARY

For the first timer who wants to experience a little of everything, we can sum it up as follows:

Thursday: FCA Ride & Drive, view Pebble Beach Tour d'Elegance cars, 17 mile drive / dinner in Carmel.

Friday: Concorso Italiano, dinner on Cannery Row, RM Auction downtown Monterey

Saturday: Monterey Historic Races, Khaki's party, dinner in Carmel and walking tour

Sunday: Pebble Beach Concours d'Elegance and drive home via Highway 1 with a dinner stop in Big Sur.

continued on page 20

MONTEREY WEEKEND PLANNING GUIDE

EVENT LINKS:

cool4re@hotmail.com - FCA Ride & Drive info

www.ferrari-pacific.org - Hotel reservations, corral parking and Embassy Suites shuttle information

www.monterey.com - Hotel and restaurant information

www.concorso.com - Concorso Italiano tickets and directions

www.russoandsteele.com - Auction registration and location

www.rmauctions.com - RM auction information

www.pebblebeachconcours.net - Concours tickets and directions or 1-877-693-0009

www.laguna-seca.com - Mazda Laguna Seca events and directions or 1-800-327-SECA (7322)

www.montereyhistoric.com - Monterey Historic races

www.theracesite.com - Racing information

www.mapquest.com - Maps and directions

We hope this information will be helpful and you have the ultimate "car crazy" weekend this summer. **SF**

OTHER AUTOMOTIVE EVENTS

Sunday, April 9, 2006

Classics for Charity Car Show at Mercedes-Benz of Beverly Hills
9250 Beverly Blvd., Beverly Hills, CA 90210.
Phone: 310-860-4403, www.bhbenz.com

Saturday, May 13, 2006

Autobooks-Aerobooks Book signing for the The Mulholland Experience by authors Dan Magee and Chris Banning
3524 West Magnolia Blvd., Burbank, CA 91505
Phone: 818-845-0707, www.autobooks-aerobooks.com

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FERRARI ENZO DESTROYED ON PCH



BREAKING NEWS

ANOTHER ONE BITES THE DUST

Just as I was completing this issue of the *Sempre Ferrari* for printing, I learned of a devastating car crash involving a destroyed Enzo on Pacific Coast Highway in Malibu. All of the television channels had on-the-scene reporters describing the developments with information gleaned from witnesses and the Sheriff's department.

It appears that the Enzo driver lost control at a high rate of speed while dueling with a Mercedes-Benz SLR going north on PCH near intersection with Decker Canyon Road. The Ferrari broke apart after it took out a power pole, leaving the intact driver compartment separated from the engine and the balance of the body work which left a 1,200 foot debris path down the highway.

The car's owner, Stefan Eriksson had a .09 blood-alcohol level and was purported to not had been driving during the time of the accident. However, he had a bloody lip and the driver's side air bag had blood on it, so it remains to be determined who was driving during the incident. The proclaimed driver known by Eriksson only as "Dietrich" ran up the nearby embankment to escape from the accident.

Thankfully no one was injured or killed during the accident and no innocent bystanders were involved. The Formula One technology as translated to the road going Enzo gave the occupants a safe environment of strong carbon fiber passenger capsule and energy diffusing crush zones. Not many street cars could withstand an impact with a solid object at over 100 mph to let the occupants walk away with literally only a scratch.

Article by Tex K. Otto Photos by Michael Vernon

The sad part of this episode is that there are drivers of very high performance cars going out on the public streets and doing some very stupid things.

It seems neither of the Enzo's occupants were qualified to drive the car at that time: the car's owner was legally drunk at the time of the accident, and other occupant was a casual party acquaintance who probably didn't have enough seat time or proper instruction as to how the car handles. In their infinite wisdom after a Beverly Hills party, they decided to go out and race against another very high performance car. I'm sure it seemed to them like a good idea at the time.

The day of this accident I received a call from a *LA Times* writer who wondered what I as a Ferrari owner and enthusiast thought of this valuable Ferrari being destroyed. As I knew little of the accident at the time, I could only comment that many Ferraris are not simply a form of transportation, they are sculptures which move and symphonically touch all of one's senses. "This is not a car. It was a rolling art form." I was quoted. Construction of a carbon fiber chassis is more of a manufacturing process than the skilled metal shaping craftsmanship required of earlier vintage cars. An Enzo in part records the leading edge of automotive technology and design for its time and this example is most likely lost forever.

In the last issue of the *Sempre Ferrari* there was an article by John Rice where the repercussions of high speed driving on the streets were discussed. I would hope that there would be lessons to be learned by each of us as drivers. For some, self preservation doesn't seem to be enough of a warning. **SF**



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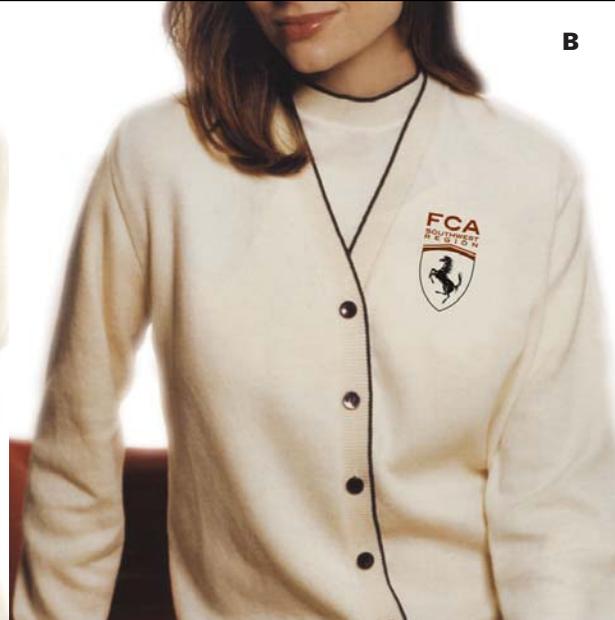
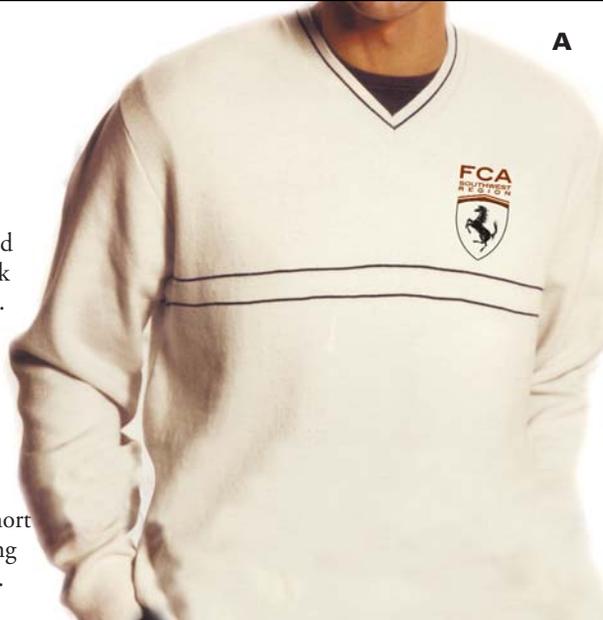
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FERRARI 308 A BEAUTIFUL CLASSIC



Research by Carlos Amato Photos by Author and Ferrari SpA

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And “1985 Ferrari 308 GTSI, \$39,950, TUBI EXHAUST, NEW TIRES AND BRAKES, 14,000 ORG MILES, MAINTENANCE RECORDS, CALL FOR MORE INFO”

The choice, is very clear.

Last year Ferrari celebrated the 308 series 30th anniversary. The Petersen Museum event organized a few months ago by our club showcased a few nice examples.

But...what makes the 308 so special? What made the car so popular when it was introduced in 1975? The following are personal observations and interesting quotes to help answer the above questions about one of Ferrari's best cars.

“The 308 was the first significant Ferrari on the world market” stated Johnathan Thompson in a 1996 article in *Forza Magazine*. In the recent issue of *Forza Magazine* a group of Ferrari experts were tasked to select the ten best Ferraris of the last 36 years. The 308, surprised many as it ranked second best, after the mighty F40. The group of judges included Piero Ferrari (Ferrari SPA Vice-President and Enzo Ferrari's son) Ed Gilbertson, Tom Tjarda (former Pininfarina Designer – but not the 308's!) Dick Merritt and others.

The judges ranked the 308 above the Dino 246, Daytona, F50, 288 GTO, 360 Modena and Boxer. I found that amusing. Does it mean it is better than the others? Before the email and phone calls thunderstorm begins let me say: NO. Or maybe? Or I wish...?

The answer is relative. For those of us who cannot afford a Daytona, it may be yes. For the judges, who can afford all of the above, the answer was also yes. For those who do not consider the 308 a real Ferrari, the answer might be no. The idea is to have fun talking about it.

“The Ferrari 308 GTS provided Pininfarina with an opportunity to flex its design and styling muscle. The company responded by redefining the public's collective impression of what a Ferrari, and indeed what a sports car, should look like. The task given to Pininfarina was the creation of a two-seat mid-engined V8, and few can have expected the Turin designer to respond with such a tour de force.”

The 308's shape bears a passing resemblance to Pininfarina's Dino 246 GT. Where the older car was the ultimate expression of curvaceous 1960's styling, the 308 hinted far more at the future. From its sharp nose incorporating a slim bumper and a deep air dam, to its retractable headlights and row of black louvers that vent air from the radiator, the line flows up the windshield and out around the flanks to reunite with itself at the buttress C-pillars,

continued on page 26



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ending in a very subtle rear lip spoiler. The design is so beautiful and effective that it has been a basis for exterior styling of every subsequent V8 Ferrari and an object of study for design students the world over.”

“The 308 is the car against which every subsequent sports car has been measured, upon which every Ferrari V8 sports and racing car has been based, and the car that brought Ferrari from the pinnacle of elite car-culture recognition into the minds of the general public. 25 years later, the shape and sound of the 308 is still ‘Ferrari’ in the minds of many people.” (Source: Ferrari)

The market is catching up. Both *Ferrari Market Letter* and *Cavallino* magazine indicate 308 prices have increased over 15% in the last 4 years and experts agree they will continue to rise as fewer original cars are available.

If you own one of these beautiful classics, enjoy it and take good care of it. If you do not and you are considering buying your first Ferrari, a 308 is a very interesting proposition. And if I may, do not sell it when you buy your second one. SF

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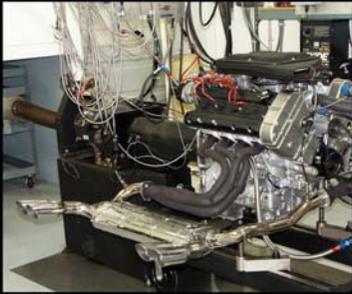
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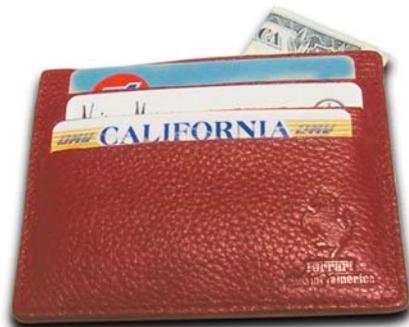
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