



SempreFerrari

Magazine of the Ferrari Club of America Southwest Region



1/2

2008

Volume 15 Issue 1

Live The Dream



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PRESIDENT'S MESSAGE

Dear FCA Members:

The Jonathan Club offered a wonderful venue for us to close the year 2007 with our annual Holiday Gathering. Many thanks to "engaged member" Peter Kudrave for arranging yet another Club event for the enjoyment of all.

With the Holidays behind us and a New Year before us, we now look forward to sharing in Club events both established and new. Because of Tom Brockmiller, Tino Mingori and Peter Kudrave, events that have become established fixtures for your Club to be repeated this year will include the Ortega Run, the Sequoia Ride & Drive and the Annual Golf Tournament and Awards Dinner to benefit the 11-99 Foundation of the California Highway Patrol. Newly "engaged members" Kenny Lombino and Jason Friedman have promised to respectively bring you an all new Mystery Ride and an also new Adventure to the Santa Ynez Wine Country. Meanwhile, Wally Clark has promised a continuing presence at the several concours events he and Don West are engaged in throughout southern California together with an enlarged presence at the Los Angeles Concours. Other established events to be continued include the regularly scheduled In Your Area Drives and/or Gatherings, several Track Events and our usual selection of Tech Sessions, Garage Tours and Special Gatherings -- none of which would take place were it not for the efforts of Mark Process, Don West, Guy Browning, Tom Brockmiller, Wally Clark, Kevork Hazarian, Marshall Buck and Marv Landon.

And then there is the "glue" that holds it all together. Tex and Tambi Otto together with Jim Bindman who make the publication of *Sempre Ferrari* possible. Brian Quadt and Marv Landon who keep our roster of members intact. Demetri Zafaris who keeps our books in balance. Walter Meyer, Carlos Amato and Tony Cole who ensure we have continued to set a proper course.

As we embark on our Journey into the New Year, join me in thanking each and all of these "engaged members" for making this wonderful array of events available. And remember, it's up to you to take part in the fun by registering early and registering often for the many activities your Club has to offer. Better yet, join in the satisfaction of helping plan events. Start by attending the meetings of your Board on the second Saturday of every month at 9:00 AM on the fourth floor of the Petersen Automotive Museum.

I'll look forward to seeing you there!

Doug Prestine
Regional Director / President
Ferrari Club of America, Southwest Region 2007-2009

FCA
SOUTHWEST
REGION



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Volume 15 Issue 1



Joan Prestine

Tino & Lynn Mingori's Best of Show
275 GTB/4 at the center of the Avila
Beach Concours Winner's Circle.

SempreFerrari

Magazine of the Ferrari Club of America Southwest Region

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F430 Scuderia debut at the
Los Angeles Auto Show.

Joan Prestine

Avila Beach Concours
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Our thanks to these dedicated individuals who provide opportunities for our club members to share in the fellowship as Ferrari enthusiasts.



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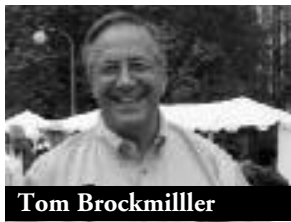
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Club Administration



We look
forward
to your
participation
at our
events!



FCA Southwest Region events in **bold**

January 2008

- 5th** **West Los Angeles** - In Your Area Drive
- 6th** **Orange/Riverside County** - In Your Area Gathering
- 6th** **Ventura County** - In Your Area Gathering
- 6th** **South Bay** - In Your Area Gathering
- 12th** **Southwest Region Board Meeting** 9:00 AM, Petersen Automotive Museum.
- 13th** **San Fernando Valley** - In Your Area Gathering
- 13th** **South Bay** - In Your Area Gathering
- 20th** **South Bay** - In Your Area Gathering
- 22-27th Cavallino Classic - Palm Beach, FL
- 27th** **South Bay** - In Your Area Gathering

February

- 9th** **Southwest Region Board Meeting** 9:00 AM, Petersen Automotive Museum.
- 24th** **Tom's Ortega Run** - Meet at Ortega Highway. New back country drive arriving at Tom Shaughnessy's and DGR Performance's Open House for catered barbecue luncheon. An exclusive experience not to miss. Tom Brockmiller: 949-716-2395, ferrariracer@cox.net. **Event information on page R2.**

March

- 1-2nd** **Driving School at Willow Springs International Raceway** - Pantera Club invites Ferrari Drivers to an open track event. All instruction and safety standards included. Drivers run in groups based on track experience level. Sign up early as event always sells out. Download tech inspection and liability waiver forms at www.fca-sw.org/calendar.aspx under event listing. **Event information on page R3.**

April

- 9th** **Southwest Region Board Meeting** 9:00 AM, Petersen Automotive Museum.
- 9th** **Southwest Region Board Meeting** 9:00 AM, Petersen Automotive Museum.
- 26th** **Mystery Ride** - Along the drive, participants will receive partial maps for your route to the next stop leading to a secret destination. 150 miles of twisty back roads. More details in the next *Sempre Ferrari*. **Event information on page R4.**

May

- 9th** **Southwest Region Board Meeting** 9:00 AM, Petersen Automotive Museum.
- 16th** **FCA SW/CHP 11-99 Foundation 2008 Annual Golf Classic** at Robinson Ranch. Friday, Our Tournament will be on Robinson Ranch's Valley and Mountain golf courses. A full day of activities includes a Live Auction and Dinner. More details in the next *Sempre Ferrari*. **Event information on page R5.**
- 30-June 1** **Mad Dash to the Sequoias** Our 2008 Sequoia tour will be a fantastic three day two night event with beautiful scenery, several enjoyable meals in memorable locations and driving with fellow Ferrari enthusiasts on remote winding roads of central California. Our destination, the Giant Forest in Sequoia National Park with lodging at the Wuksachi Lodge. Info: Tino Mingori - tinomingori@stanfordalumni.org. **Event information on page R6.**

June

- 7th** **Sideways Drive to the Santa Ynez Wine Country** Join us as we drive to the Santa Ynez Valley and travel the grape tour route made famous in the movie *Sideways*. Gourmet catered lunch at private vineyard estate. Info: Mark Process - dszner35mm@juno.com. **Event information on page R7.**
- 14th** **Southwest Region Board Meeting** 9:00 AM, Petersen Automotive Museum.

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.

OTHER AUTOMOTIVE EVENTS

- January 12-20, 2008 **Barrett-Jackson Collector Car Auction** Scottsdale, AZ. www.barrett-jackson.com.
- January 22-27, 2008 **Palm Beach Cavallino Classic XVII** Palm Beach, Florida.
Featuring: 50 Years of the 250 GT LWB TDF, 40 years of the 365 GTB/4 Daytona. www.cavallino.com
- January 25-27, 2008 **2008 Grand National Roadster Show** Los Angeles County Fairplex, Pomona, CA.
www.hotrodshows.com/gnrs.html
- March 7-9, 2008 **Amelia Island Concours d'Elegance**. Ritz-Carlton, Amelia Island, FL. www.ameliaconcours.org

IN YOUR AREA MONTHLY EVENTS HELD BY REGION AREA COORDINATORS

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

ORANGE/RIVERSIDE COUNTIES



TOM BROCKMILLER
949-716-2395
ferrariracer@cox.net

FIRST SUNDAY EACH MONTH

On the first Sunday of each month you can enjoy a buffet style brunch with an ocean view with fellow Ferrari owners and host Tom Brockmiller at the Dana Point Yacht Club. The price is only \$15 payable at the door with preferred parking allocated for your Ferrari. Arrive between 9 – 9:30 AM. The Dana Point Yacht Club is located at 24399 Dana Drive in Dana Point.

SAN FERNANDO VALLEY



MARK PROCESS
Area Coordinator Chairperson
818-906-2678
dszner35mm@juno.com

SECOND SUNDAY EACH MONTH

Join host Mark Process and fellow Ferrari owners on the second Sunday of each month for an informal "Show and Shine" at the Village Coffee Roaster in Woodland Hills. Breakfast is available at Labels Tables as well as a fine selection of coffees and teas at the Roaster. Interesting and rare vehicles are always the attraction as well as the exchange of car stories, racing news and club gossip. Arrive between 8:30 and 9 AM at 23351 Mullholland Drive, Woodland Hills.

WEST LOS ANGELES



DOUG PRESTINE
310-472-1187
dprestine@msn.com

FIRST SATURDAY EACH MONTH

Join Doug Prestine on the first Saturday of each month for a scenic drive through the Santa Monica Mountains and the camaraderie of fellow FCA driving enthusiasts. The tour typically ends at a destination restaurant for a no host lunch. Arrive before 9 AM at the Palisades Highlands shopping center located on Palisades Drive 1 block north of Sunset Blvd in West L.A. Coffee, breakfast snacks and rest rooms are available prior to departure.

SOUTH BAY



DON WEST
310-378-2954

EVERY SUNDAY EACH MONTH

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

VENTURA COUNTY



GUY BROWNING
805-654-0693
805-340-4225 Cell
browningllc@yahoo.com

FIRST SUNDAY EACH MONTH

The Ventura meet is changing locations. To get additional information call Guy at 805-340-4225 or email: browningllc@yahoo.com.





HOSPICE OF SAN LUIS OBISPO COUNTY BENEFIT

AVILA BEACH CONCOURS WEEKEND

Article By
Doug Prestine

Photos By
Joan Prestine

Hospice of San Luis Obispo County together with The Avila Beach Resort and Ferrari Club of America created what surely was one of the grandest events held on the Central Coast since William Randolph Hearst left San Simeon. This three day series of events on October 26, 27 and 28 featured unique venues not accessible to the public, highlighted the finest food and wine indigenous to the area, exhibited some of the most extraordinary cars in the world and offered members the opportunity to both drive and display their cars. For the first time in a long time, it brought FCA members from both the Southwest Region and the Pacific Region together for a fun-filled series of events with something for everyone's interest.

For the Southwest Region, the weekend began on Friday morning with a full breakfast graciously hosted by Tony Schwartz and Obi Okeke at the Auto Gallery Ferrari showroom in Calabasas. The drivers and navigators of approximately 50 cars were welcomed to a showroom with tastefully set tables to enjoy selections from a complete buffet. Once again, The Auto Gallery carried its support for and loyalty to FCA to a new level.

Following breakfast, drivers were offered the choice of two routes to Avila Beach. For those with vintage cars or anxious for an early Avila Beach arrival, a 165 mile straight shot up the 101 was available. For the rest, a more convo-

luted route involving 205 miles of backroads with a lunch stop in Cuyama at the Buckhorn Restaurant was offered. Most chose the latter and following a colorful drive arrived in Avila with time to spare in preparing for a special first evening.

And a special first evening it was. The Reception at Rob Rossi's Santa Margarita Ranch began with wine and cheese tastings together with rides on the original Disneyland steam train that Rob has relocated to the Ranch for the enjoyment of family and friends. Then it was on to a Mediterranean Grill served within the walls of what has been called the Lost or Forgotten Mission located in the midst of the Ranch.

Saturday began with a Rally that started from a point overlooking scenic Port San Luis. Thanks to a route carefully selected by FCA locals Wesley and Tracy Hatakeyama, the better roads that lead to several of the wineries that dot the surrounding area were followed. A mid-day lunch break in central San Luis Obispo was made possible by local officials that closed the streets surrounding the Downtown Mission and opened the Mission grounds to park and display our cars while we enjoyed lunch. Following lunch, the rally route continued through the hills with additional winery stops and a finish at the Santa Margarita Ranch where plans for a private air show from the airstrip at the Ranch



DRIVE TO CENTRAL COAST RECEPTION ROAD RALLY GALA DINNER THE CONCOURS

were necessarily cancelled pursuant to weather. But the spirits of our group were hardly going to be dampened by a few isolated showers as we returned to Avila to prepare for the events planned for that night.

Saturday concluded with a Gala Dinner at the Avila Beach Resort where former Pebble Beach Lodge chef Wendy Wickstrom prepared a meal with wines paired by Local Vintners complemented by music and dancing. If

that were not enough, a separate reception with cocktails, wine and passed appetizers was made available for the exclusive use of FCA members at

Our inaugural Avila Beach Weekend was enjoyed by Ferrari enthusiasts from northern and southern California.

Marre's Restaurant adjacent to the Gala facility at the Resort.

The Sunday Concoors, in addition to the showcasing of extraordinary cars, offered a VIP area with food and beverage stations to showcase the offerings of the areas finest restaurants and wineries. The Concoors was staged on two fairways that appear to be uniquely situated on an island within the Avila Beach Resort. A bridge from this island setting provided access to the VIP area where Concoors Entrants and Platinum Pass Holders could relax and enjoy a variety of food and beverage offerings throughout the day.

With Ferrari the featured Marque, we can proudly announce that Best of Show went to Tino and Lynn Mingori of the Southwest Region with their beautiful 275 GTB/4 cam. Congratulations to Tino and Lynn!

What promised to be an extraordinary weekend proved to be one in every imaginable way. Special thanks are in order for Chris Aho and the Hospice staff, Rob Rossi and his staff at both the Ranch and the Resort, Mario Donati together with Tish Thinesen of the Pacific Region and our own Tom Brockmiller and Don West of the Southwest Region for their many contributions to the success of this event. Once again, your Club not only offered a fun-filled event with something for everyone's interest, but also did its part by including an element of Community Service with more than \$60,000 raised for Hospice in this, the inaugural year. **SF**

Opposite :
On the Grass at the Avila Concoors.

Above from Top Left :
Participants enjoying the pre-start breakfast at the Auto Gallery, Calabasas. The VIP Tent at the Avila Concoors. Lunch enroute at Cuyama's Buckhorn Restaurant. Tino & Lynn Mingori Driving up to the Podium for their Best of Show Award. Awaiting start times for the Saturday Rally. Doug Prestine (right) with Best of Show Winners Tino & Lynn Mingori at the Awards Gala.



ANTIQUES, CLASSICS AND PACKARDS

MURPHY AUTOMOBILE COLLECTION TOUR

Article By
Phillip Coulombe

Photos By
Murphy Collection

A discerning passion for cars is often naturally accompanied with a love of automotive history. When Dr. Dan Murphy retired his Ventura neurosurgery practice, he set out to establish a non-profit museum and car collection with the support of collectors around the nation. Thus was born the Murphy Auto Collection.

Sunday morning, November 11th brought eager car enthusiasts to the Murphy Auto Museum for a special tour and luncheon courtesy of the FCA Southwest Region. Currently on display were an array of more than 50 rare and vintage autos, including a notably rare number of Packards from 1927-1958. Also included were classic Fords, Rolls-Royce, Bentley and Cadillac automobiles. In addition to the cars, the museum has an extensive vintage clothing display representing all decades from the 1900s to the 1970s. Mannequins, vintage fuel pumps, and old styled furniture accent the 45,000 square feet of newly expanded display space.

To guide us through the elaborate collection we were fortunate enough to have Dr. Murphy himself as our docent. His sense of humor and detailed knowledge brought the colorful displays to life. At noon came our catered lunch of grilled Mediterranean herb chicken, with salads, sides, and dessert. After some enjoyable time of conversation, members were free to continue exploring the museum.

Thanks are due to our long-standing treasurer, Demetri Zafiris, for planning and executing this well organized and successful FCA-SW event. The tour was superb, the food excellent, and the memory sure to last. **SF**



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WOODLEY PARK - VAN NUYS

THE BEST OF FRANCE AND ITALY

Article By
Mark Process

Photos By
Wally Clark

A beautiful fall day greeted the participants and spectators at Woodley Park for the Best of France and Italy Machinery Exhibition. The enthusiasm for this informal little car show has grown exponentially as this year a record 62 Ferraris took the field. The highlight was a pair of freshly restored 275GTB/4s one red, one yellow arrived together which drew a substantial crowd of automobile paparazzi. Other entries included Daytonas, Dinos, 550s, a pair of 250 PF coupes and the usual assortment of V8 cars all polished to perfection. The rest of the field included Fiat, Alfa Romeo, Citroen, Masarati, Lamborghini, Delahaye and Renault – whose owners this year could not boast of their team's F1 results.

Totally out of place, but totally cool was Jay Leno's cream white Mazda Cosmo coupe. I guess it looked Italian. As usual, there were a few very rare cars like the one of a kind Alfa 2500 Zagato racecar and a strange French sedan with a tiger's tail grafted onto the trunk lid, it was weird but it had Mr. Leno interested.

Besides the cars there was the usual turn out of automobile collectable vendors; books, posters, scale models, T-shirts and paraphernalia and old spare parts. With something for everyone, even if it is just an Italian sausage sandwich; the Best of France and Italy is a great way to spend a Sunday afternoon and bid farewell to the concours season. **SF**



From top down:

One of the rows of Ferraris at Woodley Park. V-8s mix with V-12s. Bruce Meyer's 625TR. Mike Manion's 250GT PF Coupe and Doug Curran's 250GT Cabriolet. Designated Ferrari row with Marenello's finest. A green 456 makes this row of prancing horses stand out. An F40 all opened up.



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4TH ANNUAL

MOTOR 4 TOYS CHARITY EXOTIC CAR SHOW

Article By
Mark Process

Photos By
Larry O'Rourke

This year participation in the Motor4Toys event exceeded all expectations. While Dusty's attempt to break the world record for the number of Ferraris assembled in one place fell a little short, the overall turn out did not. With over 3100 cars participating including 225 Ferraris, over 12,000 toys were collected along with \$25,000 in cash donations making this one of the most successful charity events of the holiday season. A special thanks to the Checkered Flag 200 as they brought out some of their finest examples including three 275GTB/4s, Bruce Meyer's classic Carrera RS, a pair of FIA Cobras and an Enzo. Thanks to all the FCA members who brought cars and a little Christmas to a lot of deserving children. **SF**



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FERRARI DRIVERS INVITED

WILLOW SPRINGS TRACK EVENT

Article By
Marshall Buck, Ph.D

Photo By
Peter Williams - CaliPhotography.com

For the third time this year, the FCA has had an opportunity to unleash our Prancing Horses at a racetrack with historic credentials. We again combined our forces as guests of the Pantera Club/West Coast Racing to enjoy a weekend of driving under nearly ideal conditions at the big WSIR track.

The event was very well organized as usual by Jim and Cherie Saxton, dividing the sold out list of 120 entries (including 16 Ferraris) into run groups, according to skill and speed levels.

After signing the usual waiver and showing that the car passed tech inspection (which includes an on board fire extinguisher and a driving helmet rated Snell 2000) the drivers split into four groups. The Green group was shown the track line using vans, then seated in the classroom for 60 minutes of chalk talks by David Christian, Rod Bean, and Rod Sussman, three of the most experienced instructors.

Meanwhile the Blue Group drivers were up for the first run of the day, followed by the other three groups. Seven knowledgeable instructors, including me, were available throughout the weekend to teach the skills needed to be safe, smooth and fast on the track.

On Saturday there is a wheel to wheel race for the Red Group which is fun to watch — or enter, if you are brave and have a roll cage installed.

The weekend went very well, and many of us who stayed overnight (the Antelope Valley Inn offered a half

price discount for drivers) joined Bill Nelson, instructor extraordinaire (and Spec Miata racer as well as Ford GT owner) for a delicious dinner that he organized at the Bistro Argentine in Lancaster.

FCA member and Ferrari technician Kevork Hazarian was piloting his Pirelli P-Zero shod Mondial around the track in a very spirited manner, and he has been a stalwart

for the Ferrari Club in encouraging our members to participate.

I also use Pirellis on my Daytona, and I find that they have tenacious grip with minimized squealing during cornering. I also recommend Castrol SRF brake fluid for its high temperature capability even after 12 to 18 months in the system.

I find a great deal of pleasure in refining my line around a challenging road course, learning the limits of my car and honing

my skills, by becoming smoother and faster.

Please join us March 1-2 for the next event at Willow Springs, and sign up early to avoid disappointment. **SF**

Please join us
March 1 & 2,
2008 for the
next track
event at
Willow Springs
International
Raceway.



Podium win in Las Vegas with Littrell first, Diaz second and Hayashi third.



JEFF LITTRELL WINS THE SUPERBOWL OF SHIFTER KARTING

SKUSA SUPERNATIONALS XI

Article By
Tom Brockmiller

Photos By
Jason Trumpio

Blame it on Ferrari. When FCA Southwest Region member Jeff Littrell got his first Ferrari in 1992, he immediately joined the Ferrari Club and that led to his first track events. His first puffs on the “go-fast crack pipe” have led to a lot of racing and a lot of success on the track. Most recently, Jeff successfully defended his National Championship in the S4 class at the SuperKarts USA (SKUSA) SuperNationals XI in Las Vegas, Nevada.

Jeff races with fellow Ferrari owners and Region members, Doug Hayashi and Wayne Mello. Together, the three drivers make up a team they call “Pulp Racing”. Sporting the motto “Drive Vicariously”, Pulp Racing is known for their crazy exploits at events such as the Virginia City Hillclimb, but mostly they’re known for the entertaining stories and videos on the team website, www.pulpracing.com.

After a couple years of track events with Doug and Wayne in his Ferrari and other street cars, Jeff began racing in the SCCA Sports 2000 class, winning multiple Regional and Divisional Championships. He then went pro and won the American Cities Racing League Sports 2000 Championship in 2001. When asked how he got into karting, Jeff responded: “I missed racing against Doug and Wayne. We were all driving different types of cars in different series and there was no way to tell who the best driver was. We met Rudy Courtade and Ryan Negri from Kart Racing Company at the Long Beach Grand Prix and they talked us into buying Tony shifter karts and racing against

SKUSA SUPERNATS

Billed as the SuperBowl of Shifter Karting, the SKUSA SuperNats is North America’s premier karting event. Held each November at Sam Boyd Stadium in Las Vegas, the SuperNats draws over 400 top kart drivers, mostly from North America, but this year from around the world. Past champions include former Formula One driver Scott Speed, former IndyCar driver Alex Barron, and former ChampCar, GrandAm and ALMS driver Memo Gidley. With FIA/CIK certification this year, the event drew all the top European (Italian) kart manufacturers such as Birel, CRG, Intrepid, ItalKart, Maranello, Sodi Kart, and Tony Kart, who sent their factory teams and top drivers for the SuperPro class. The following countries were represented: Belgium, Bermuda, Brazil, Canada, France, Italy, Mexico, Netherlands, New Zealand, Puerto Rico, Scotland, and Spain.



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SKUSA SUPERNATS

each other in the KRC SuperCup series to see who was best in equal equipment.

Rudy and Ryan now operate the Ferrari Challenge Team for Ferrari of Beverly Hills so the crazed trio had to go looking elsewhere for a series to race it. They found the perfect outfit in the SKUSA ProKart Challenge and they've been singularly focused on beating each other in SKUSA events ever since. Last year, at SKUSA's premier end-of-year event, SuperNationals X, the three Pulp Racing drivers took on 33 other drivers in the Stock Honda Heavy (S4) class, which Jeff won.

The S4 class is a great class, where every driver must be over 35 years of age or over 200 pounds and they all drive karts with non-modified Honda CR125 motorcycle motors that make about 38 horsepower. Given that a kart only weighs 195 pounds, this results in a power-to-weight ratio that closely approaches that of an Enzo. Add super-sticky slick tires and a center-of-gravity that is mere inches off the ground and you've got a recipe for serious fun — over 2.5 Gs and a top speed of about 100 MPH. The stock motor concept means that everyone has an equal opportunity to win; it all comes down to the driver.

Like last year, track support at SuperNationals XI was provided by 2Wild Karting in Laguna Hills. Jeff was fastest in every practice session on Wednesday, with Doug always in the top five, so there weren't too many chassis adjustments that needed to be made. In qualifying, Jeff took pole by almost half a second over Fernando Diaz and Doug took third position. Qualifying at the SuperNationals is very important because it determines your starting position for all three Heat Races. The sum of your finishing positions in the Heat Races determines your grid position for the Main Race.

Jeff won Heat Races 1 and 2, and finished 2nd in Heat Race 3, thus putting him on pole for the Main. Doug finished 3rd, 4th, and 4th, which was good enough for the other front row position in the Main. In other words, it was

"all Pulp, no fiction" with Pulp Racing owning the front row. All that was left now was to make sure they didn't take each other out. It has been known to happen.



This is the only shot you'll see of the whole S4 field as Jeff (4c) opened up an early and permanent lead from the pole starting position. Jeff lapped 20 of the 34 other drivers to finish with a 14 second margin of victory.



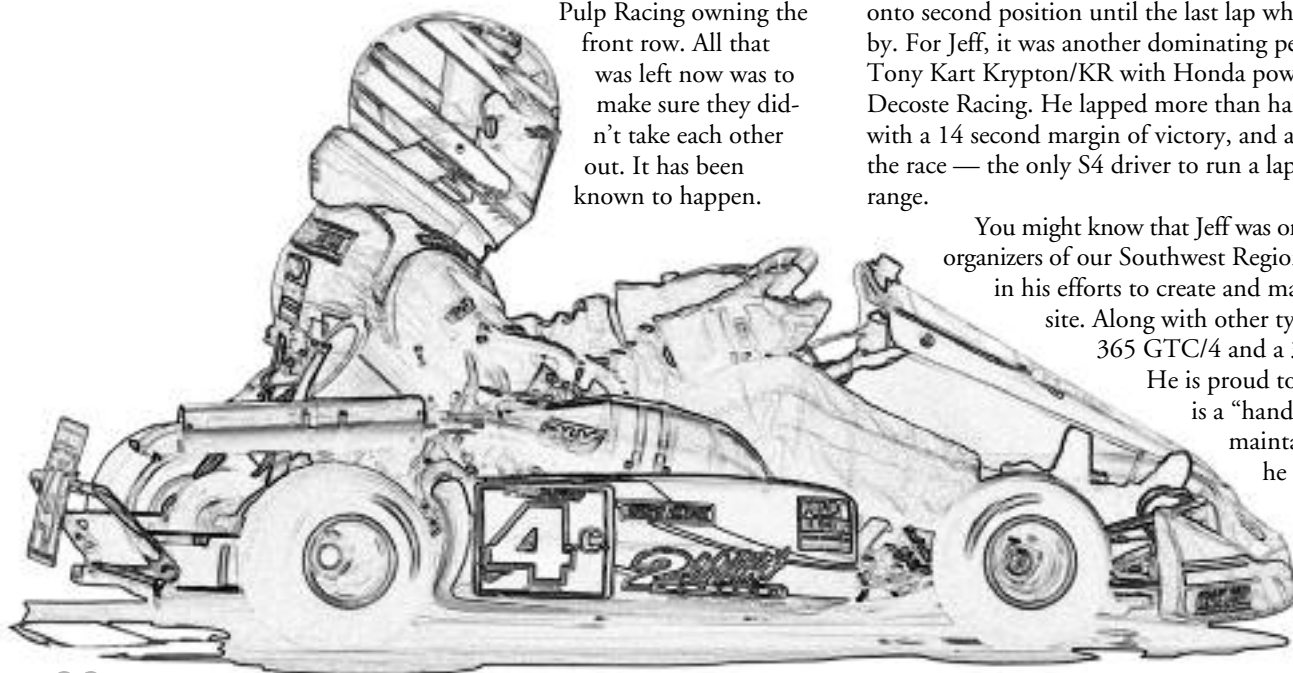
Team Pulp Racing's Golden boys, Doug Hayashi, Jeff Littrell and Wayne Mello long associated with Tony Kart and 2WildKarting. The trio are known for their high tech approach and personal skills as well as always being in front.

As it turned out, Jeff led the entire race and Doug held onto second position until the last lap when Diaz slipped by. For Jeff, it was another dominating performance in his Tony Kart Krypton/KR with Honda power from Darcy Decoste Racing. He lapped more than half the field, won with a 14 second margin of victory, and also set fast lap of the race — the only S4 driver to run a lap in the 54-second range.

You might know that Jeff was one of the early organizers of our Southwest Region and is untiring in his efforts to create and maintain our website. Along with other types, he drives a 365 GTC/4 and a 360 Modena.

He is proud to tell you that he is a "hands on" guy who maintains everything he drives.

Congratulations Jeff! SF



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DIMINISHED VALUE

If A Ferrari Has Been Involved In An Accident, Is It Worth Less?

Article By
Lance Coren

Enzo Crash Photos By
Chris Kemmerling

It is common knowledge that an automobile's retail market value is diminished, after it has sustained moderate to major damage in an impact or loss of various types. This is notwithstanding the fact that the sustained damages may have been properly repaired. Demands for payment to compensate a vehicle owner for the recovery of damages in excess of the cost to repair the vehicle, when the value of the vehicle has decreased due to its Diminished Value, are becoming more commonplace today. Most first party claims of this type (Insured/Policyholder) are specifically excluded within the "material damage" policy's of most major carriers. Third party claims of this type (Claimant/Vehicle Owner) are not excluded, due to the fact that no contract of insurance would be in effect between the insurance carrier and the non-policyholding claimant who suffered the damages at the hand of an insured. This sounds pretty straight forward, but underneath this statement appears an imposing stance by most all major insurance companies in North America. The insurance carriers are adamant that when they pay to repair a damaged vehicle, then there exists no additional claim of damages for the vehicle. They believe that if a car is repaired properly, there is no Diminished Value simply because of the fact that the vehicle was involved in an accident. If it is restored to its pre-accident condition, they believe that there is no Diminished Value. That may be logical in most cases, but used car buyers are often not logical. If they are given the

choice between two identical used cars, except for the fact that one was in a major accident, it's safe to assume that most all buyers would choose the car that was accident-free! There exists much positive legal case law on this subject, and the recovery rate for Ferrari or ultra high-line vehicle owners (Mercedes/BMW/Porsche/Audi/Etc.) is near 100%.

Remember, Every Accident Is Unique!

The economic impact of an accident will depend on such obvious issues as whether a car has sustained cosmetic or frame/unibody damage and whether the car is a newer or older model.

Some industry authorities caution that in many cases, Diminished Value will be difficult to prove and that, at least in some cases, a wreck and subsequent repair may actually increase the resale value of the car. Some note that accident repairs can sometimes increase the value of a car. If an older vehicle is in a moderate or severe accident, then a new paint job, battery, radiator or tires can increase its resale value and marketability.

The opposite is true for a new or near new luxury car involved in a moderate or major accident. Moreover, a new car has to have a huge amount of damage to be considered totaled or not repairable by an insurance company in the first place. The rule of thumb used by most insurers is to total out a vehicle, if the cost of repairs exceeds the market value of the vehicle, less the salvage value of the vehicle in

it's damaged state. The majority of the insurance industry standards are as follows. Most insurance companies will spend up to 75% of the retail market- price of a vehicle, for the repairs. This is primarily due to the fact that damaged vehicles (salvage) are valued at around 25% of the pre-accident, retail value of the vehicle.

The record of some of the autobody industry's ability to repair the more severely damaged vehicles, is questionable. In a number of cases, a number of body shops lack the expertise and equipment to properly repair vehicles that have moderate or major damages. With the certified and state of the art, fully equipped collision repair facilities that are operating in many areas, this scenario would be very unlikely to occur. Even if a car is fixed to the highest industry standards, that will not solve the problem of Diminished Value. Diminished Value varies from as little as 10% to as much as 50% of the vehicle's retail value. Many factors are relevant to each percent of the Diminished Value for a vehicle.



Lance Coren is a "Multiple Certified" International Automotive Appraiser who is also known worldwide as "The Ferrari Appraiser". He is based in Central California and travels to Southern California weekly, to appraise value/damage/diminished value and act as a legal expert witness in cases involving exotic and classic cars, with his specialty being Ferraris. He has also been retained by a number of Concours d'Elegance events throughout the world, as a Ferrari concours judge. His website (TheAutoAppraiser.com) contains a considerable amount of useful information pertaining to insurance and other aspects of value and damage to automobiles.

The 3 Types of Diminished Value

1. Inherent Diminished Value - The automatic loss in vehicle market value from an accident. Almost every damaged vehicle will have some measure of inherent diminished value, which is still an actual loss to the vehicle owner.

2. Repair Related Diminished Value - A loss in market value due to remaining flaws and defects caused by improper or substandard repairs. Items in this category have been paid on the repair estimate, but have been repaired improperly, or perhaps overlooked completely.

3. Insurance Related Diminished Value - A loss in vehicle market value due to insurance claims practices. This is typically caused by the insurance carrier failing to pay to repair a flaw or defect listed on the repair estimate.

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FERRARI 430 SCUDERIA NORTH AMERICAN DEBUT

LOS ANGELES AUTO SHOW

Article and Photos By
Tex K. Otto

Now that the Los Angeles Auto Show is scheduled out of the Detroit auto show's shadow, the manufacturers have utilized California's automotive culture to debut a greater number of their concept cars and production vehicles.

Our esteemed governor Arnold attended the LA Auto Show, with much interest in the environmentally friendly prototypes or soon to be released production models outside the convention center's entrance.

Later, Arnold also visited the Ferrari enclave to view the polar opposite of the the green spectrum. Maurizio Parlato, CEO, Ferrari North America invited Arnold to view the bright red F430 Spider, where Arnold inquired "is it better now for starting because I had a 360 and it was a disaster!" I'm sure Mr. Schwarzenegger had better things to say about his H1s at the Hummer display.

Of course the focus of Ferrari's presentation at the show was the North American debut of the new 430 Scuderia. This high-performance 2-seat berlinetta further demonstrates Ferrari's interpretation of their Formula 1 technology in their road cars, with its development focused on light weight, minimum trimmings and innovative technology.

The new model weighs 220 pounds less than the standard F430 coupe and features a number of modifications to boost its specific power output of the 4.3-liter 90° V-8 engine to 510 horsepower, resulting in a power-to-weight ratio of 5.4 pounds per horsepower or 118 hp/liter. The

inlet ducts and exhaust system have been optimized, most notably through the adoption of the exhaust geometrics derived from the F430 Challenge and the use of carbon-fiber on the intake manifold and for the filter housing to aid weight reduction.

Thanks to Ferrari's Formula 1 experience, the 430 Scuderia's ignition system boasts special coils and a dedicated CPU capable of monitoring the ionizing currents generated inside the combustion chamber between the spark plug electrodes. This means that every single spark detonation is detected for every cylinder to allow for faster and more accurate sparking across the board. The 430 Scuderia's compression ratio has also been increased to 11.88:1, thanks in part to a new piston design.

Particular attention was paid to achieving just the right sound from the engine and exhaust as this has always been one of the real trademarks of every Prancing Horse car. Cutting-edge calculation tools were employed to optimize the 430 Scuderia's intake and exhaust systems and sound damping, with the result that the exhaust and engine sound inside the cabin is clear, powerful and thrilling at full acceleration. Case in point, a particular graph displays a 70% increase in decibel level over a F430 or a Challenge Stradale at full throttle 8,000.

The Scuderia's sophisticated aerodynamics, F1-SuperFast 2 gearbox, and the E-Diff coupled with the F1-



From opposite: One of two opposing 430 Scuderias which flanked the display entrance at the Los Angeles Auto Show. California Governor Arnold Schwarzenegger mingled with the auto manufacturers. F430 Spider. 430 Scuderia unique magnesium wheels. Maurizio Parlato during his press introduction. The Scuderia's stripped down interior is laden with carbon fiber. 599 GTB Fiorano.

Trac traction control system, offers 40% more acceleration out of corners than a traditional traction and stability control system. Track tests report that this new mid-engine berlinetta accelerates from 0 to 62 mph in just 3.6 seconds, equal to an Enzo.

The F1-SuperFast2 gearbox is an evolution of the F1 gearbox used on all of Ferrari's models and reduces gear-shifting times to just 60 microseconds, the fastest time of any of the models in the Ferrari range. Significantly, Ferrari calculates the gear changing time according to the acceleration gap, not just the time it takes to engage the gear. The various stages are implemented in parallel (non-sequentially). In the case of the F1-SuperFast2, genuinely innovative integrated engine and gearbox management programs allow the combined disengaging/engaging of the gear to take place partly in parallel with letting the clutch in and out.

The E-Diff2 (which is integrated with the gearbox) is one of the primary components which clearly demonstrates the 430 Scuderia's link to the track. In use for many years in Formula 1, it is integrated with the car's stability control system. The 430 Scuderia is the first high performance road car after the F430 to sport an electronic differential. Torque is continuously distributed between the wheels via two sets of friction discs (one for each driveshaft) controlled by a hydraulic actuator. The amount of torque actually transmitted to the drive wheels depends on driving conditions and

brings considerable advantages in terms of performance, direction stability, active safety and handling feedback. The F1-Trac traction control system ensures that even more drivers will be able to extract the maximum performance from the car, thanks to the exceptional cornering, safety and stability it offers.

While the F430 integrates all its systems into the steering wheel manettino switch, the 430 Scuderia lets you adjust the suspension separately, for those times when you want to run in Race mode (quick shifts, high thresholds on electronic intervention) while having some extra compliance. Michael Schumacher made a particularly valuable contribution to the area of the manettino programming, whereby the driver can maintain maximum performance even on irregular road surfaces via a dedicated damper-adjustment button.

The 430 Scuderia boasts a specific braking system featuring carbon ceramic material discs with specific dimension to cope with the car's increased performance. The front discs are 18 mm larger than those on the F430 combined and are designed to dissipate the extra heat created by the higher performance along with the 6-pot calipers. These components guarantee consistent high performance.

For 2008, just 250 Scuderia will be available in North America. **SF**



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