

THE MANY DIFFERENT ASPECTS OF BEING A FERRARISTI

One of the most interesting aspects of enjoying the Ferrari hobby is the variety of different outlets for you to investigate. Many folks enjoy driving on the track and rarely attend social events. Some others enjoy the collection of literature related to Ferrari. Still others are just interested in concours and rarely if ever drive on the track or in rallies. Then there is an entire culture devoted to the collection of models and art. The truly impaired, and I can name names if necessary, enjoy all the aspect of the Ferrari hobby. Although all these things are interesting, I think the heart of the FCA is the friendships that are made through our common interest that we share in an automobile.

Over the years I have seen people drift in and out of the club. Some folks take up racing, where other tend to move away from the car hobby entirely. We have also seen the death of members such as Phil Baumgarten, Pat Godard and Don Andrews. For whatever reason, there is a core group that just seems to just keep

hanging around. You see them at most events and you call them your friends. Would this group come together if it were not for the common bond of enjoying Ferraris? Probably not, as they are as wide and varied as the hobby itself. How would someone from Wauchula become friends with someone who lives in Napa if they had both not had a common interest in Prancing Horses?

In some cases you don't even have to meet your Ferrari friend face to face. Try jumping on your computer and logging on to Ferrari Chat and you will find an entire community made up of friends that, in some cases, have never laid eyes on each other. This group is so close that last year, when two members were killed, enough money was collected to take out a full page add in Forza dedicated to the memory of their fallen chatters.

Next time you are getting ready to go to an event and you find yourself more excited about visiting with your friends than running your car on the track or accepting your best of show trophy, then you have added another entry to your Ferrari resume – Ferrari friend.



Debbie
PYLE

Racerchick

FERRARI F2004

The F2004 is the fiftieth car built by Ferrari to compete in the Formula 1 World Championship.

The project, which goes by the code number 655, represents a further evolution of the concepts already seen in the F2003-GA. However, every element of the car has been completely redesigned in an attempt to create the best environment to get the most out of the new 053 engine and the Bridgestone tires. The aerodynamic configuration has been fine tuned in the light of changes to the technical regulations, improving the efficiency of the package. Furthermore the car boasts a lower center of gravity, while weight distribution has been improved as regards the chassis and the engine.



MODEL:	F2004
ENGINE:	TYPE 053, V10
TOTAL DISPLACEMENT:	2,997 CM3
LENGTH:	4545 MM
WIDTH:	1796 MM
HEIGHT:	959 MM
WHEELBASE:	3050 MM
FRONT TRACK:	1470 MM
REAR TRACK:	1405 MM
WEIGHT WITH WATER, LUBRICANT AND DRIVER:	605 KG
WHEELS (FRONT AND REAR):	13 INCH

TIMING GEAR: PNEUMATIC DISTRIBUTION, FOURTY VALVES. **FUEL FEED:** MAGNETI MARELLI DIGITAL ELECTRONIC INJECTION. **IGNITION:** MAGNETI MARELLI STATIC ELECTRONIC IGNITION. **TRANSMISSION:** FERRARI LONGITUDINAL GEARBOX. LIMITED-SLIP DIFFERENTIAL. SEMIAUTOMATIC SEQUENTIAL ELECTRONICALLY CONTROLLED GEARBOX, SEVEN GEARS + RIVERSE. **CHASSIS:** CARBON-FIBRE AND HONEYCOMB COMPOSITE STRUCTURE. **SUSPENSION:** INDEPENDENT SUSPENSION, PUSH-ROD ACTIVATED TORSION SPRINGS FRONT AND REAR. **BRAKES:** VENTILATED CARBON-FIBRE DISC BRAKES.

FERRARI 360 GTC



The Ferrari Corse Clienti Department's latest gift to the privateer racing world: The 360 GTC and 575 GTC full race models. Now punching out an incredible 445 and 600 bhp respectively, these ultra-equipped track beasts are aimed squarely at teams racing the FIA GT Championship, as well as other GT series, such as ALMS and GrandAm.

FERRARI 575 GTC





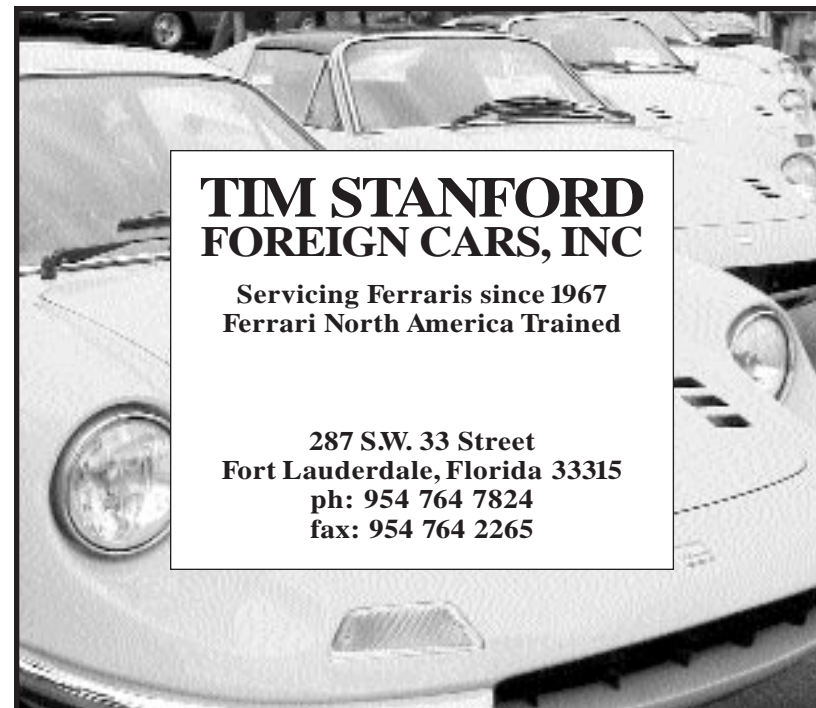
Tim **STANFORD**

*Tim Stanford
Foreign Cars*

TECH TIPS

THE IMPORTANCE OF CHANGING YOUR FERRARI'S BRAKE FLUID

One very important service item often overlooked when servicing your Ferrari is changing the brake fluid. Brake fluid is alcohol based which means it absorbs moisture that causes rust and corrosion in your cars brake system, and also lowers the boiling point of the fluid. In most of the Ferrari owners manuals it is recommended that both the clutch and brake fluid be changed once a year. Ferraris equipped with ABS brake systems changing the fluid is even more important because of the complexity of the system and the price of the components. If you run your Ferrari on the race track it is also very critical because of the lowered boiling point of the fluid. Boiling brake fluid means that the brake pedal travels further to the floor, sometimes all of the way to the floor resulting in no brakes which can result in a serious accident. Another important reason to change your cars brake fluid is expense. Aged, dirty brake fluid causes failed components such as calipers, master cylinders and ABS components. Ferrari does not supply rebuilding kits for the brake calipers or other brake components for many of the models produced in the 1990's and later. This means the entire calipers, and other components will need to be changed rather than rebuilt, which is very expensive. Changing your cars brake fluid is one of the items that by spending a small amount of money now can save you spending a much larger amount of money later.



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Piaggio planes!
Piero was gracious
enough to put up
with all our cameras!*



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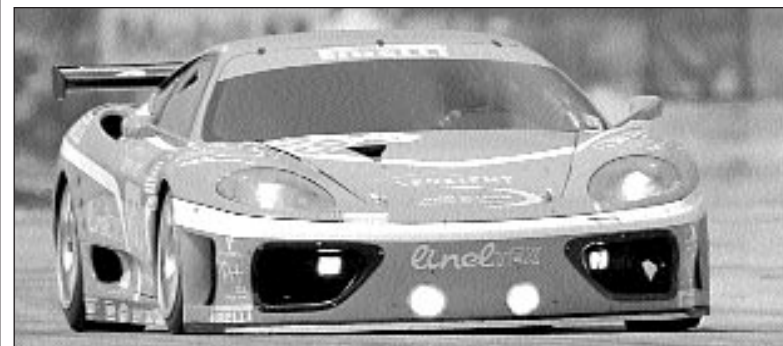
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THERE I WAS...

There I was minding my own business, just got home from a trip, reading the mail and what is this?? An invitation to New York, right in the middle of the Christmas season, for the unveiling and introduction of the 612 Scaglietti, and it was addressed personally and specifically to me?? How about that!

There I was dreaming about seeing Ferrari's new monster 2+2 up close and personal, and the phone rings. It's Charlie Scardina asking if I received an invitation to New York. I said "yes I did." He said, "let's go" and the wheels started turning for out winter wonderland excursion. As it turned out, the party for the 612 was the day before the

lighting of the Christmas tree in Rockefeller Center and that plus tickets to the Rockettes Christmas Pageant at Radio City Music Hall was enough to get Cheryl and Denise interested.

I then called John Barnes to see if he and Alicia could join us, but he said he was too busy putting the Classic together and getting the magazine to print. However, Alicia told me Krista, their daughter, now lived in Manhattan working at Tiffany's, and to stop by and say hello. Stop by Tiffany's and say hello?! From that point on Denise and Cheryl were sitting in the car waiting to go to the airport. How about that *@!?\$.

There I was, flying to New York, to get picked up by John Travolta's private Ford Excursion limo, (a whole other story...). We are taken into Manhattan, to Central Park West and Don Bartz's favorite hotel, (a COMPLETELY whole other story...). We get settled in, the temperature was 25° F, and as it turns out, for the 3 days we are in New York, that will be the highest the mercury will rise! Well, we put more clothes on, a lot more clothes on, and hit the streets before noon. We end up at the New York Deli having lunch with Rupert G. from the David Letterman Show. We all want to go to Ground Zero to pay respects and see the progress of rebuilding and repairing, so we grab a taxi and head south. The picture of the four of us was taken in Battery Park, across the West Side Highway from Ground Zero, showing the Globe that was the centerpiece in the courtyard of the World Trade Center. It was pieced back together and an Eternal Flame now burns at its base, a Memorial to 9/11. A lump in my throat and a tear in my eye will be the understatement of this article. How about that...

There I was, finally getting ready to see the newest, latest and greatest Prancing Horse. We arrive at the Lever House, site of the unveiling. We enter, are checked in and taken through security, very similar to the standard airport TSA interrogation I'm sure we've all grown to know and love...sorry, pilot joke. Anyway, once inside, the atmosphere is FANTASTIC. On each side of this exquisitely decorated hall sits two beautiful red satin covers, the Guests of Honor under-

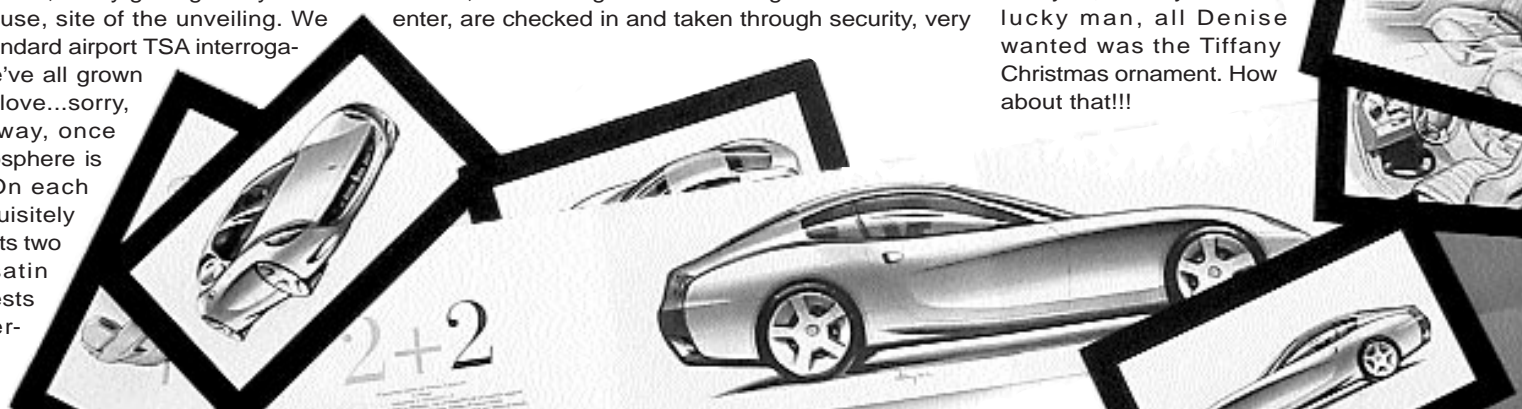
neath. The champagne is flowing and everyone talks of the size of the car and if Ferrari can really create a new, improved 2+2. The girls were happy, Charlie and I were seeing old friends, meeting new friends, and waiting for the big moment when who walks in, well actually more like is escorted in, with TV cameras rolling, paparazzi flashing and everyone watching, but Luca Cordero di Montezemolo! How about that!!!

There I was in New York City with my old and new friends, minding my own business, enjoying this evening and who—believe it or not—is standing right beside me, but the CZAR of FERRARI!! How about that!!! We posed for our pictures, (which neither Charlie or I have ever seen), and the big moment was at hand. President Montezemolo and Maurizio Parlatto, CEO of Ferrari Maserati North America, removed the covers to present two absolutely stunning 612 Scagliettis!! We all applauded. Their doors were opened, we stepped in, enjoyed and marveled these beautiful pieces of art and design from the gentlemen and ladies in Maranello and Modena. The rest of the evening was filled with Holiday Wishes and talk of the lists at the dealers around the country for these Bella Macchinas. We left the party for a—could only be in New York—kind of dinner. A good friend told us of an Italian Restaurant where we should eat. He made a phone call and soon we were arriving at an ordinary set of stairs, not certain if we made the right decision. Then we walked down, walked in, and are seated at this table especially set for us, wine flowing, music playing, we ate until we could hardly move. There I was enjoying great friends, great food and great cars. How about that!!! The remainder of our "Winter Wonderland Excursion" was filled with Santa Claus and Christmas cheer. If you have never been to New York City for the holidays or have never seen the Rockettes Christmas

Pageant. Truly

Christmas at its very finest!

Well, there I was, three days of Ferrari, Santa, and yes, Tiffany's. I am a lucky man, all Denise wanted was the Tiffany Christmas ornament. How about that!!!





Keith
BLUEMEL

Author / Historian

FLORIDA “DELIGHTS”

Whenever I come to Florida in January for the Cavallino Classic, I always try to extend the trip, not only to escape the British winter for as long as possible, but to discover some of the perhaps lesser known Ferrari “delights” it has to offer. I am grateful to a local friend for introducing me to perhaps one of the more bizarre offerings a couple of years ago, when he suggested a visit to the T-Bird \$wap Shop. We returned again this year to see what, if anything, had changed.

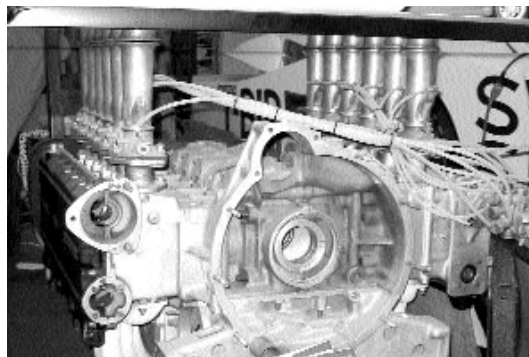
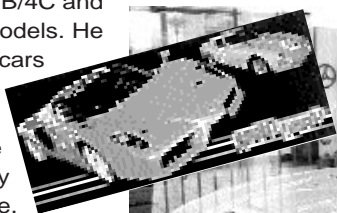
The \$wap Shop is owned by FCA member Preston Henn, who has an international reputation as a racing driver of some standing, with many outings in the major classic endurance races at Daytona, Le Mans and Sebring to his credit, both as a driver and team owner/manager. His T-Bird \$wap Shop racing team having run a variety of cars including Ferrari 365 GTB/4C and BB512/LM, plus Porsche 935 and 962 models. He has also amassed a fine collection of cars over the years, the jewel in the crown being the 275 GTB “Speciale”, s/n 06885, which finished 3rd overall in the Le Mans 24 Hour Race in 1965 driven by Jean “Beurlys” Blaton and Willie Mairesse.

The \$wap Shop is what can only really be described as a massive (even by American standards) flea market on the western outskirts of Fort Lauderdale, with a large well worn sign proclaiming “\$wap Shop.” There are a range of temporary stalls in the undulating outside parking lot that also features a drive-in movie facility, very fifties and sixties Americana, visions of “American Graffiti” flooded through my mind! Upon entering the permanent structure part of the emporium, one is greeted by a plethora of brightly lit neon bedecked stands selling virtually every commodity under the sun, from sunglasses, through T-shirts proclaiming almost every imaginable message, pet products, toiletries, trainers, food and drink outlets—including what must be the one of the smallest McDonalds around—to stalls selling luridly colored candies that would probably rot your teeth just by looking at them! If this wasn’t enough, there is also a daily circus in an arena at the center of the various corridors that make up the complex. Variety is the spice of life!

At the time of our earlier visit most of the cars were displayed around the circus arena, with the 275 GTB/C “Speciale” in its own glass booth next to the main entrance. Since then the glass booth has been extended to provide a greater “secure” display area, and the remainder of the collection is displayed behind barriers opposite the showcase. Before visiting the \$wap Shop, the last time that I had seen the 275 was amidst the splendor of the Garage Francorchamps 40th anniversary celebrations (FF40) at the Cinquintenaire in Brussels, Belgium, how its surroundings have changed!

Sharing the showcase is an eclectic range of motor racing memorabilia including a trio of Ferrari engines—one from his ex-BBLM now serves as what must

be a very rare table base! Along with a white Testarossa actually used in Miami Vice, you’ll also find the Famous \$wap Shop Porsche 962 and the one and only “Moby Dick” Porsche 935, still in their racing liveries. Amongst the Ferraris displayed against the opposite wall were a Fly Yellow “Daytona” Spider, a BB 512 Spider conversion, 360 Modena, a 360 Spider and a yellow F50, in which Preston Henn had just returned from some track activity at Moroso Park, and was happy to chat with us. It transpired that the F50 was the one that we had seen during our earlier visit, s/n #103496, at which time it was finished in Rosso Barchetta, and was familiar to



Preston Henn



me, as it was the car campaigned successfully in the UK by Ian Hetherington in the FOC (UK) Pirelli Maranello Challenge race series a few years ago. However the star of this display was undoubtedly his glistening red Enzo rotating on a turntable at the far end of the line-up. A really interesting place to visit, the cars are the stars, but the stalls have their own special charm as well, and the burgers at McDonalds taste—well, just like the burgers at McDonalds worldwide!

You should go check out the display for yourself! The world-famous T-Bird \$wap Shop (and a world-class automotive display) is free and open daily at: 3291 West Sunrise Boulevard (Between I-95 and the Turnpike) in Fort Lauderdale.



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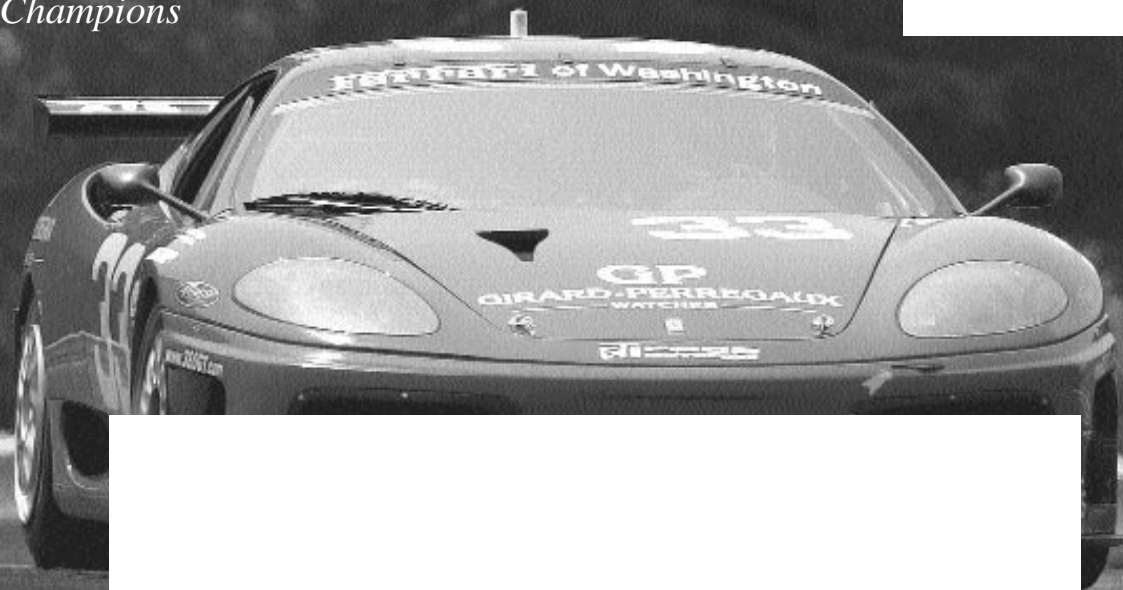
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FERRARI 360 GT

Automatic Chronograph



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SUBMITTED BY ED GILBERTSON & SHERRY LINDBERG

MAJOR AWARDS**LA COPPA PER OTTO CILINDRI***OUTSTANDING EIGHT-CYLINDER FERRARI*

1988 328 GTS s/n 74985
Michael Picheco, Windermere

SUPERCAR CUP*FERRARI BEST REPRESENTING THE SUPERCAR*

1985 288 GTO s/n 55711
Alan Ritchie, Palm Beach Gardens

F333 SP CUP*FERRARI BEST REPRESENTING THE MODEL*

1997 F333 SP s/n 017
Bill Jennings, North Palm Beach

TESTAROSSA CUP*FERRARI BEST REPRESENTING THE MODEL*

1986 Testarossa s/n 66919
Jim Ippoliti, Celebration

COPPA BELLA MACCHINA AWARDS*REQUIRES 95 POINTS OR BETTER IN CLASS JUDGING PLUS 100% SCORE ON OPERATIONAL ROAD TEST*

1965 275 GTB s/n 06681
Stephen Bartkiw, Ocean Ridge

1967 275 GTB/4 s/n 09337
Mark Minkin, Ocean Ridge

1986 Testarossa s/n 66919
Jim Ippoliti, Celebration

1988 328 GTS s/n 74985
Michael Picheco, Windermere

1989 328 GTS s/n 78845
Russell Taylor, Oakland Park

1994 512 TR s/n 97029
Jeff Ippoliti, Celebration

CLASS AWARDS**Class 2: 250GT***PLATINUMS*

1958 250GT Ellena Coupe s/n 0807
Diego Ribadeneira, Miami

1964 250GT Berlinetta Lusso s/n 5255
Mark Minkin, Ocean Ridge

Class 3: 275/330*PLATINUMS*

1965 275 GTB s/n 06681
Stephen Bartkiw, Ocean Ridge

1966 330GT 2+2 s/n 9017
Marco Piehl, Delray Beach

1967 275 GTB/4 s/n 09337
Mark Minkin, Ocean Ridge

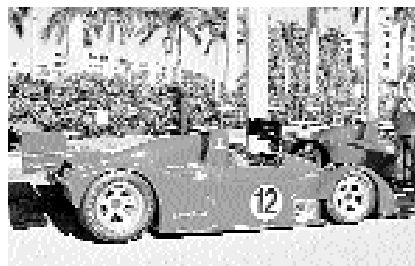
GOLD

1968 330 GTC s/n 11517
David Mohlman, Coconut Grove

PALM BEACH CAVALLINO CLASSIC 13

CONCORSO D'ELEGANZA: JANUARY 24, 2004

It was a great year for the Florida Region at the 13th annual Palm Beach Cavallino Classic. We are extremely fortunate to have one of the world's premier Ferrari events right in our own backyard, Enthusiasts come from all over the globe to experience this awesome event simply known as "Cavallino." This year 24 of our Florida friends took home some very prized hardware. Many well deserved congratulations to them, and also to Jay Weitzel who once again MC'd the Saturday awards night banquet. Well done everyone!



PHOTOS BY DAVID WILLIAMS

Class 4: 365*GOLD*

1973 365 GTB/4 s/n 16889
Jonathan Eisman, Miami Beach

Class 6: 308/328*PLATINUMS*

1978 308 GTB s/n 25021
Russell Glace, West Palm Beach

1987 328 GTS s/n 69025
Christopher Frye, Delray Beach

1988 328 GTS s/n 74985
Michael Picheco, Windermere

1989 328 GTS s/n 78845
Russell Taylor, Oakland Park

GOLD

1986 328 GTS s/n 63573
Richard Cartledge, Boca Raton

Class 7: 348/355*SILVER*

1995 F355 Berlinetta s/n 100311
Thomas Barone, Palm Beach

Class 8: 512/Testarossa*PLATINUMS*

1982 512 BBi s/n 43799
Richard Baumgart, Singer Island

1984 512 BBi s/n 52563
Clete Gardenhour, St. Petersburg

1986 Testarossa s/n 66919
Jim Ippoliti, Celebration

1992 512 TR s/n 91743
John Flasco, Coral Gables

1992 512 TR s/n 92224
Charlie Scardina, Delray Beach

1993 512 TR s/n 95314
Bob Handin, Boca Raton

1994 512 TR s/n 97029
Jeff Ippoliti, Celebration

Class 9: 288/F40*PLATINUM*

1985 288 GTO s/n 55711
Alan Ritchie, Palm Beach Gardens

Class 10: 400/410*PLATINUM*

1957 410 Superamerica Coupe s/n 0717SA
Wayne Nelson, Longwood

Class 14: F333 SP*PLATINUM*

1997 F333 SP s/n 017
Bill Jennings, North Palm Beach

GOLD

1994 F333 SP s/n 001
Ray Langston, Miami Beach

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