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CAVALLINO CLASSIC

PRESTON HENN'S 1965 275 GTB SPECIALE TAKES ON FERRARI'S 275 TOUR AND STILL PROVES TO BE A WINNER!

To celebrate the 40th anniversary of the launch of the 275 GTB and GTS, Ferrari organized an official gathering, the 275 Tour, which was held in Maranello and Tuscany from June 15 thru 20, 2004. This was the first of a number of exclusive events that will be dedicated to Ferrari's most important models.

The Tour was open to all 275 models, including the GTB, GTS, GTB4, GTB Competizione and NART Spider. The 275 – in its two-cam GTB and GTS and 4-cam GTB guises – was in fact the first Ferrari model to break the 1,000 unit production mark over 4 years. Introduced in 1964 at the Paris Show, the 275 GTB remained in production until 1968, while the spider version was eventually superseded in 1966 after reaching 200 owners. Among the model's racing highlights are class victories three years running at Le Mans, class wins at the Nürburgring and Daytona, plus numerous victories in national events the world over. The cars gathered at the track for day one of the 6-day Tour included 23 GTBs, 5 GTSs, no fewer than four of the original 12 official Competizione versions and 20 GTB4s.

Guest of honor on the 275 Tour was the legendary John Surtees, for whom this was a 40th anniversary celebration of his taking the Formula 1 World Championship title at the wheel of a Ferrari 158.

Claudio Berro of Ferrari Corse Clienti, couldn't have said it better: "The idea of holding a rally for the Ferrari 275 stemmed from this model's successful past, on both road and track, especially in hill climbs and endurance races. In fact, the 275 represents the essence of Ferrari at that time: a car designed for road use, but built with totally sporting pretensions."

DAY ONE - JUNE 15, 2004. 53 participating teams from all around the world: USA, Japan, Hong Kong, South Africa and Europe, set off from Ferrari's Fiorano circuit following a morning of tech inspection and license plates being assigned. The run followed an unusual mix of competitive events on road sections where the 275 underwent its first trials and where it also scored its first important wins. The highlight of the day was the chance for all the entrants to lap the Fiorano track, with Preston Henn's 1965 Le Mans car setting a blistering pace for all the rest. The times stages throughout the Tour were interspersed by stop-overs at some of the finest Tuscan Medicean palaces – normally closed to the public – where the participants were guests of the local nobility. The first night closed with a welcome dinner and briefing at the Real Fini di Modena hotel.

DAY TWO - JUNE 16, 2004. The 53 cars taking part in the Ferrari 275 Tour set off from the Fiorano circuit and reached Florence by late afternoon after driving through Tuscany via the classic Vergato-Cereglia hillclimb. The morning spent at Ferrari's Fiorano Circuit was a full one featuring the first of the five scheduled regularity trials. The historic Ferraris eventually covered over 1,500 miles on the Tour, mostly through Tuscany, before finally returning to Maranello on Sunday, June 20th. Several characters whose names have been linked with that of the Prancing Horse for decades, joined the group at Fiorano including Engineer Mauro Forghieri and coachbuilder Sergio Scaglietti, as well as a large group of mechanics from the early 1960s. Later back in Florence, more cocktails and a dinner at the Grand Hotel.

DAY THREE - JUNE 17, 2004. The third day of the Tour brought the arrival of John Surtees who joined participants for lunch at the

"The first morning there, all our cars were being prepped by some people sent from Ferrari. We went over to the factory and to Fiorano. You just never get tired of seeing places like that." - PH

"So I dragged poor Al Roberts along. And who better? No one know this car as well as Al." - PH

"Everything was first class! Ferrari has never done anything like this before. They sure got it right the first time." - PH

"Those mountain roads were tight, real tight. Most of the cars went right along. Mine's still set up for Le Mans, so I turned some of those tighter corners into 3 or 4 point turns! I just couldn't get around them in one shot." - PH

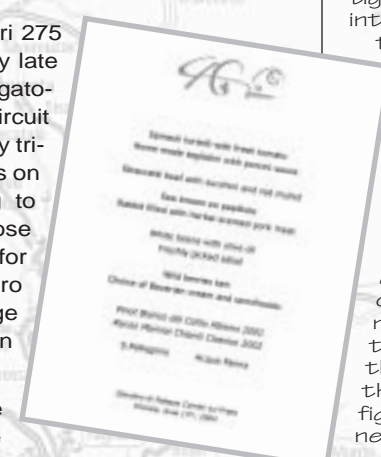
"It's fare to say my car goes through a bit more gas than the others do. I ran out a few times. I guess that's one thing they can figure out for next time." - PH



2005/8/04

This past June, Preston Henn along with his co-pilot Al Roberts (of Shelton Ferrari), took s/n 06885 - one of the most famous Ferraris ever built - on the ride of their lives. 6 days neither one is likely to ever forget: Ferrari's 275 Tour!

Tour photos and all trip diary details courtesy of Joanne Marshall at Ferrari SpA





"The Tour was pretty intense for cars this old. The ancient Italian roads were real rough. I'd say half those cars went home with some sort of damage. Mine got a little ding in the back, but nothing to really worry about." - PH

"Most days were a well organized combination of scenic mountain drives, hillclimbs and rallies. Every day included gourmet meals, wines and probably at least one castle. Driving at Fiorano was also a real great thing to do!" - PH

"Somehow we ended up with these neat little Italian Police stickers. I'm not sure it was totally legal, but it did assure that we wouldn't have to worry too much about speeding." - PH

Castello di Querceto. Surtees spent a long while answering questions and signing autographs for the 53 teams who had travelled from all corners of the globe for the Tour and for whom his visit was a definite high point. Surtees was the guest of honor at the event until the Tour returned to Maranello a couple days later. It's interesting to note that for the balance of the Tour, Surtees drove the Factory's very own 275 GTB4 which belongs to the Galleria Ferrari museum and that was originally owned by Lorenzo Bandini, works F1 driver and John's team-mate. Later that morning, the 275s enjoyed the special Volterra round and then completed the Villa di Camugliano stage in the afternoon. The lunch stop took them to Pomarance and the Querceto castle.

Dinner was enjoyed in the Giardino di Palazzo Corsini sul Prato.

DAY FOUR - JUNE 18, 2004. After a two hour drive to Montalcino, via Siena, a late morning wine tasting at Villa Il Greppo's nineteenth century cellars was a real treat. Another short drive through the hills of Chianti lead to a fine gourmet lunch in the Cantine di Fagnano. After lunch, the journey now lead to the Coppa del Chianti stage, finishing at Castellina where dinner was served in the Pucci palace. That evening, Tour participants were thrilled with a private visit to the art exhibit: "Botticelli and Filippino, apprehension and grace in painting of the fifteenth century" at the Strozzi palace.

DAY FIVE - JUNE 19, 2004. The bulk of this Saturday was spent at the Mugello circuit with a noon meal at the Castello di Nipozzano. After lunch was the start of



Preston is awarded for his efforts (above), while one Ferrari legend closely inspects another.



the Mugello road run including several special stages and a visit to the Corridoio Vasariano in the Palazzo Pitti. The final evening Gala dinner was held in grand black tie style at the Palazzo Corsini.

DAY SIX - JUNE 20, 2004. The Ferrari 275 Tour wound its way back to the Fiorano track on the final leg of the six-day adventure that covered some of Italy's finest driving roads between Emilia Romagna and Tuscany. Among the highlights of the event was rerunning some of the area's most historic hill-climbs, including the Cereglio-Vergato, the Coppa della Consuma, the Mugello road circuit and the Balze di Volterra. They arrived at Fiorano for a late lunch at the track which included a special awards ceremony where each participating team was honored for their participation and endurance.

These few final words from John Surtees seemed to sum it all up. "Taking the wheel of this car again for the first time after so many years was quite a moving moment. Like a fine wine, it seems to have improved with age! Similarly, having spent only a few memorable days tour-

ing with a nice bunch of seriously enthusiastic owners, it took me back to those marvellous times past when I too raced for Ferrari. I know I will surely never forget this great Tour!"



"We had to make a mad dash off our route one day and onto the Autostrada to try to find some quick gas. Well naturally I ran out again right on that fast highway. I sat there with 6885 on the shoulder of the Italian freeway while Al walked several more miles on up the road for a can of gas! I'd have gone with Al, but we figured it wasn't a real good idea to leave it sitting there by itself." - PH

"It was all real well organized. Joanne Marshall did a hell of a job putting this thing together. We were treated like royalty. We basically used Florence as our headquarters then took day-drives to various castles and such. Sure drank a lot of wine!" - PH

"The final night we had a black tie banquet and they showed us the new G12. All our cars were displayed, but they chose mine to sit in the center court." - PH

S/N 06885 WAS A "SPECIALE" ULTRA LIGHT WEIGHT COMPETITION CAR DEVELOPED IN-HOUSE BY FERRARI. IT COMPETED TWICE WEARING IT'S ORIGINAL RED PAINT, WITH A BEST RESULT OF FOURTH IN CLASS. IT THEN WENT TO FERRARI'S BELGIAN DISTRIBUTOR - ECURIE FRANCORCHAMPS - WHO CAMPAIGNED IT ONLY ONCE: THE '65 24 HOURS OF LE MANS WHERE IT WON THE GT CLASS (WEARING A TRADITIONAL BELGIAN YELLOW), FINISHING THIRD OVERALL BEHIND TWO FERRARI 250 LMS. AFTER LE MANS, 06885 WAS SOLD AGAIN TO LUIGI CHINETTI WHO'S NART TEAM ENTERED IT IN THE '65 NASSAU TOURIST TROPHY WHERE IT RACED IN 4 EVENTS, WINNING 3. AFTER A FEW YEARS OF RETIREMENT, THE EX-FACTORY 275 GTB SPECIALE WAS SOLD FOR A FINAL TIME TO PRESTON HENN.

THE PARTIAL LOOK AT THE COMPETITION HISTORY OF S/N 06885 - 275 GTB "SPECIALE"

DATE	RACE	CATEGORY	CLASS	O/A	DRIVER(S)	NO.
5/19/65	Targa Florio	Prototype	DNF	DNF	Biscaldi / Deserti	196
5/23/65	Nurburgring 1000 Km	Prototype	4	13	Biscaldi / Baghetti	3
6/19/65	24 Hours of Le Mans	GT	1	3	Mairesse / "Beurlys"	24
11/28/65	Nassau Tourist Trophy	GT	1	1	Charles Kolb	7



MIAMI 250
HOMESTEAD-MIAMI SPEEDWAY
 SEPTEMBER 10-12

FRIDAY, SEPTEMBER 10

- Practice: Rolex Series (GT & SGS)
9:20 AM - 9:50 AM
- Practice: Rolex Series (all classes)
9:50 AM - 10:50 AM
- Practice: Rolex Series (Prototypes)
10:50 AM - 11:20 AM
- Practice: Support Group
11:30 AM - 11:55 AM
- Practice: Grand-Am Cup
1:00 PM - 2:00 PM
- Practice: Rolex Series
2:10 PM - 2:55 PM
- Practice: Support Group
3:05 PM - 3:30 PM
- Practice: Grand-Am Cup
3:40 PM - 4:35 PM

SATURDAY, SEPTEMBER 11

- Practice: Grand-Am Cup
9:00 AM - 9:50 AM
- Practice: Rolex Series
10:00 AM - 11:00 AM
- Qualifying: Grand-Am Cup (ST)
11:10 AM - 11:25 AM
- Qualifying: Grand-Am Cup (GS)
11:35 AM - 11:50 AM
- Driver autograph session
11:35 AM - 12:20 PM
- Qualifying: Rolex Series (GT & SGS)
12:50 PM - 1:05 PM
- Qualifying: Rolex Series (Prototypes)
1:15 PM - 1:30 PM
- Race: Grand-Am Cup 250
2:00 PM. 3 hour time limit

SUNDAY, SEPTEMBER 12

- Practice: Support Group
8:00 AM - 9:30 AM
- Practice: Rolex Series
9:40 AM - 9:55 AM
- Race: Support Group
10:00 AM - 11:00 AM
- Race: Rolex Series 250
12:00 PM. 2 3/4 hour time limit

SCHEDULES AND TIMES ARE TENTATIVE
 AND SUBJECT TO CHANGE



Welcome to page 12. OK, so just maybe some of this section is partially "filler." Hey, it happens... But while we're here, there no reason that we shouldn't acknowledge a couple of really great recent events in the world of Ferrari.

First and foremost: Ferrari has secured the 2004 Formula 1 Constructors' Championship with five races still remaining. By the time you've read this, surely Michael Schumacher will have also clinched the Formula 1 Drivers' Championship. This is nothing new to us, we even just expect it to happen. It might take us all another decade, maybe even a few (gasp) down years, to fully realize what Ferrari has accomplished. The records, wins, and championships Ferrari is racking up are simply unheard of. We're incredibly fortunate to bear witness to it... Unless of course *you* don't get Speed either!

Another awesome happening was the ultra-rare gathering of 20, 250 GTO's at the Monterey Historic Races. Keeping in mind that there were only 36 built and the fact that each one is worth somewhere north of six million dollars, I'd say this was a pretty heart-stopping event for all Tifosi present!



photos courtesy of: Ferrari SpA



The upcoming December issue of the Redline will include full coverage of the various awards won by our fellow FL Region friends at the recent Monterey/Pebble Beach week, including of course the 2004 FCA Annual Meet.

We couldn't however pass on this chance to give you a sneak peak. At Friday's Concorso Italiano, Jonathan and Susan Ciener of Cape Canaveral, took home a pretty serious trophy: "Best Ferrari." You can't cay much more than that. The winning car was their neat 1987 F1-87/88C, s/n 101, an ex-Michele Alboreto beast from the era of the V6 Turbos.

Thanks to a recently-back-on-home-soil Larry and Sherry Sietsma (and the Bearon & Ms Ellie) for sending in these photos.

This should really help to slow those F1 cars down! Why couldn't Bernie think of this?



Jonathan has a few words of wisdom and advice on corporate philosophy for Piero Ferrari.





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TECH TIPS

AGING RUBBER PARTS AND YOUR FERRARI

Time seems to be going by at an amazingly fast rate. We no sooner look around and that “new” 1995 F355 is coming up on ten years old. A timeless 1985 Testarosa is nineteen years old. And can you believe a 1972 Dino is now thirty two years old?! While classic Ferraris do age gracefully, the older they are, the more desirable (and often needy) they become. An often overlooked area of maintenance are its aging rubber parts. The most important items are brake components and tires because a brake component or tire failure can cause an accident. The commonly accepted age that a tire should be replaced is five years. The next most important items are your Ferrari’s fuel system components because of the obvious dangers of a fire from fuel leaking from an aged fuel line or other part of the fuel system. Your car’s cooling system also has rubber hoses and rubber seals contained in the water pump. Changing the hoses can save you from the embarrassment of being stranded on the road side, to say nothing of the damage that overheating an engine can cause. Suspension bushings seem to have a much longer life span but do also need to be checked and eventually replaced. While a properly maintained Ferrari will lead to a lifetime of enjoyment, we must not forget to have the rubber components checked regularly. Don’t let that concours shine on your correct hoses or your original tires fool you. You need to take a deeper look and really examine the integrity of the piece itself. Mention this to your service person the next time your car is being serviced.



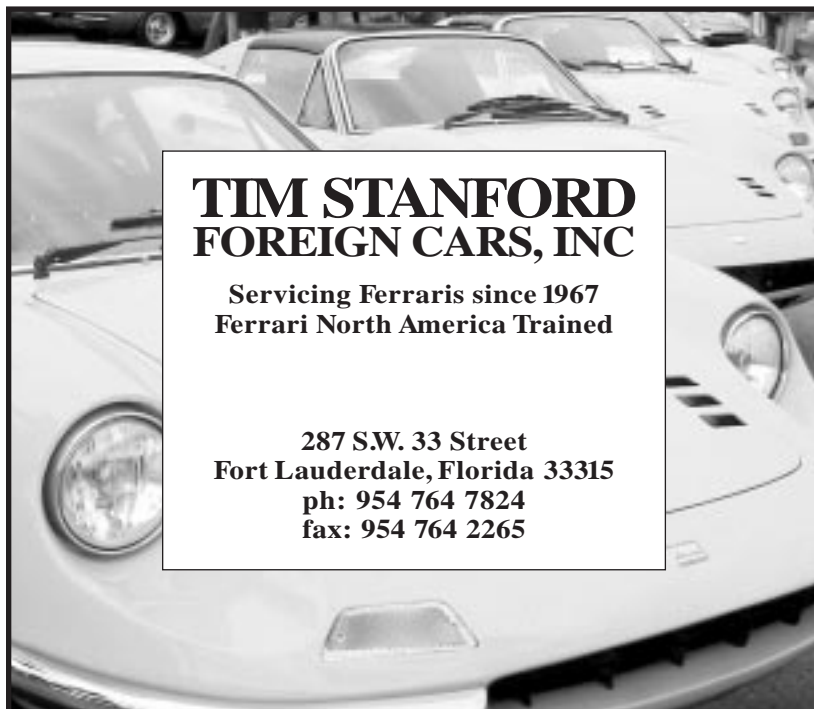
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If you think the sight of this concours winning TRX is heart wrenching enough, you should see the surrounding fender area! Anyone who has ever watched a NASCAR race will well know the horrors of a tire coming apart at speed.

Next time your mechanic tells you that your tires are looking a bit cracked from age, you’d be well advised to listen good!



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In the three programs, the last 30 minutes of the day are spent debriefing and rewarding the participants with our Red Driving Experience graduation pack and Champagne. In the RDE Step 2 program, participants will mostly receive the same type of driving and racing education and services as in the Step 1 program. In addition, participants will learn heel-toe downshifting and cornering skills and advanced car control on the slalom course. All these activities build towards the exciting finale of the day where participants will take an additional series of laps alone in one of our Ferrari F355's on the road course.

In the Step 3 program, each participant gets his or her own Ferrari F355 racecar and instructor for the entire day. A personal instructor is assigned to each participant. Once comfortable, the participants will have plenty of time to drive hot laps on their own, experiencing the real performance of the Ferrari Challenge racecar. The Red Driving Experience offers corporate and individual programs.

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text and photos: Emmanuel Lupe



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