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PRANCING HORSE

THE 33rd ANNUAL MEETING

of the Ferrari Club of America paid tribute to the 2+2 models produced by Ferrari since 1960, beginning with the 250 GTE 2+2 to the current 456 GT 2+2. For the past 35 years, Ferrari has included a four passenger, gran turismo car in its product lineup, and it's likely they will continue to do so in the future.

Organized by the Central States Region under the direction of Brady Sadek, the event was held May 18-21, 1995 in Columbus, Ohio. The three Ferrari dealers in the Central States region, Midwestern Auto Group (MAG) (Ohio), Continental Auto Sports (Illinois) and Lake Forest Sports Cars (Illinois), provided direct support and contributed substantially to the success of the Annual Meet.

The four-day event began under wet and ominous skies with a drivers' school at the highly regarded Mid-Ohio Sports Car Course. This marked the first time the club's annual gathering had visited the challenging and twisty road racing course located about an hour north of Columbus. Later in the day, the traditional Annual Meet rally began with leaden skies and persistent rain. However, there's something about driving a Ferrari because despite the inclement weather almost 50 cars, admittedly some in various modes of transportation other than Ferraris, took off from the MAG facility in Dublin, Ohio. Three hours later, the cars returned somewhat dirtier and wetter! Surviving the wet, slippery and muddy roads was winner Jeff Ippolito in his warm and dry 1991 Testarossa. Taking "best in show" in the rally (just kidding) was easily Peter (and son Eben) Markowski in his 1950 340 America Spyder as the pair happily motored about, wet and cold to the core, and soon had people following them as they could see better than many of the closed cars with their fogged windows and frantic windshield wipers. The enthusiastic and spirited drive was in some part, no doubt, a factor in their winning the Spirit of Monterey Award for outstanding car and driver performance.

As the rallyists were returning, Chief Concours Judge (Preservation Chairman) Ed Gilbertson conducted the first of two concours seminars for the day. These informal gatherings

Lorenzo Zambreno brought two cars to Ohio. At right is 1952 Ferrari 250 S Vignale Coupe, s/n 0156 ET. This unique Ferrari won the coveted Enzo Ferrari Memorial Award (Overall Best of Show) and a platinum rating in Class 17, Pre-1962 Racing. The brightest star in its glittering pedigree is its overall victory over the formidable factory Mercedes-Benz 300 SLs in the 1952 Mille Miglia with Giovanni Bracco and Alfonso Rolfo driving. It also raced at LeMans, Pescara, the Carrera Panamericana and the Giro di Sicilia with Bracco, Ascari, Villorresi, Marzotto and Cornacchia. This is the first Ferrari to be powered by a three-liter, V-12 engine, and it was the inspiration for the 250 Mille Miglia built in 1953. Below is 1949 166 MM Touring Berlinetta LM, s/n 020 I. This very early and significant coupe won the Ferrari Legend Award (Outstanding Ferrari built prior to 1956). The first owner was Franco Cornacchia who bought it as a bare chassis in 1949 as the car is thought to have been a 125 spyder (s/n 002 C) that was renumbered to 020I in 1949).



JEFF ALLISON PHOTO



JOHN C LUTSCH PHOTO

Below, the beautifully restored 1950 166 MM Touring Barchetta, s/n 0054 M. owned by Ed and Leslie Davies. It raced the 12-Hours of Paris with Luigi Chinetti and Jean Lucas finishing first overall, at the 1950 Le Mans with Lord Selsdon and Lucas it did not finish, then with Bill Spear and E.P. Lunken won first in class and fifth overall at the 1953 Sebring 12-Hours. (See the tribute to E. P. Lunken on page 12 of this issue.) The Davies' won the Phil Hill Award (Outstanding competition Ferrari) and a platinum award in Class 1, Pre-1956.



JEFF ALLISON PHOTO



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A surprise interloper appeared when 410 Superamerica s/n 0481 SA casually parked among the pristine concours entries. It wasn't long before a crowd gathered around the tired, rundown, unrestored old road warrior—it must be one of the most original 410 Superamericas (and maybe Ferrari) around. Owned by Tom Stegman, the car retains a very large number of original parts. The original owner was French watch manufacturer Fred Lip, and the original color was dark green (without the present stripe) with a clear deflector similar to that found on racing cars mounted across the hood.

Seeing 0481 SA was a special treat for PRANCING HORSE contributor, Mark Wallach. "My heart stood still when I saw that tatty, green 410 Superamerica — it was a car I knew in France, owned by my friend Don Jetter. I once took a ride in it down a tree-lined Route Nationale at 138 mph! That was over 35 years ago, but I still remember it like it was yesterday. Don and I used to double date in it. Pretty cozy it was in a two-passenger car. Yes, when in Paris, *toute et possible* (anything is possible)! Maybe I'll see it again?" — *by Jeff Allison*



JEFF ALLISON PHOTO

THE 1995 MEETING OF THE

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Competition in the Dino class is often fierce, and by the old judging guidelines many worthy Dinosaurs went home without recognition. With the implementation of the new rules, there were two platinum, a gold, and a silver issued in the class this year.

The featured model for the event was the often overlooked 2+2 which was well represented in terms of its evolution including an example of the newest, the 456 GT. Pictured here are the early versions: at right, 1963 250 GTE s/n 4897; below, the 330s from 1964 and 1965 being judged; and above, 1967 365 GT s/n 11783, a striking profile.



JEFF ALLISON PHOTO

FERRARI CLUB OF AMERICA

by Alan Boe and Jeff Allison

PHOTOS BY JOHN LUTSCH AND JEFF ALLISON



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up and down the walkways to receive the award and the accolades and admiration of the crowd. An informal dinner at the Annual Meet headquarters, the Hyatt Regency Columbus, provided Italian, Mexican, American and German cuisine and a forum to cuss and discuss things Ferrari.

Saturday and Sunday were devoted to enjoying the cars at Mid-Ohio where there was no racing but plenty of opportunities for high-speed driving and touring. Mid-Ohio is a twisty, rolling course measuring 2.4-miles per lap with frequent elevation changes and 15 turns to challenge the driver. A constant stream of every kind of Ferrari from the out-and-out racing 512 S of Bob Rapp (s/n 1016) to just about any of the road cars enjoyed the run around the picturesque track blessed by sunshine on both days (thanks again Enzo!).

Back at the Hyatt on Saturday evening, Brady Sadek hosted the FCA Annual Meeting banquet and awards dinner, and Ed Gilbertson announced the winners of the 1995 major awards. Lorenzo Zambrano's 1952 250S Vignale Berlinetta (s/n 0156 ET) was recognized with the top award, the Enzo Ferrari Memorial Award for overall best of show. Few people at the show realize Mr. Zambrano flew from Spain to Columbus just to attend the Annual Meet! Winners of the GT Award (maximum performance, meaning the car was driven in the

THE 250 GTE REGISTER

The 250 GTE Register, begun in 1984 with a goal to locate and record information on all of the 955 GTEs made, currently has information on 640 of the Series I, II and III cars. The Register is updated as new information is received and is published at the end of each calendar year. Supplementing the Register is the quarterly newsletter, *Ferrari Italia*, providing update information in each issue and publishing articles of benefit in maintaining, preserving and restoring the 250 GTE. It's also a clearing house for information about good and bad experiences, mechanical needs and aids, and resources for parts and service agencies. For information about the 250 GTE Register, contact Len Miller at P. O. Box 955 in San Carlos, CA 94070. Telephone is 415-591-4690 or FAX at 415-591-5693

THE 330 REGISTER

The 330 Register includes the 330 GTC, 330 GT 2+2, 330 America, 330 GTS and 330 Speciale. If you want to learn more about the 330 and are willing to share what you know and have experienced, contact Paul Gilpatrick. The information will help achieve the goals of searching for, learning about and preserving these great automobiles through contributions of current and past owners. Members are encouraged to send copies of build sheets, photos, documentation of unusual features and owner history to build a repository of information. Contact Paul K. Gilpatrick at 10236 Newton Court in Westminster, Colorado 80030-2444. Telephone is 303-469-5358 and 24-hour FAX is 303-460-7465.

MAJOR AWARDS RESULTS PROVIDED BY GILBERTSON AND LINDBERG

- ENZO FERRARI AWARD** Overall Best of Show *Ferrari North America*
1952 250 S Berlinetta s/n 0156 ET L. Zambrano - Monterrey, MX
- PHIL HILL AWARD** Outstanding Competition Ferrari *Ferrari Market Letter*
1950 166 MM Touring Barchetta s/n 0054 M E. & L. Davies - Hobe Sound, FL
- LUIGI CHINETTI AWARD** Outstanding GT Ferrari *Cavallino Magazine*
1958 250 GT LWB Spyder California s/n 0935 E. & L. Davies - Hobe Sound, FL
- NATIONAL PRESERVATION AWARD** Best Unrestored *Bob Rapp*
1982 308 GTSi s/n 41029 Larry Shepherd - Troy, MI
- GRAND TOURING 2+2 AWARD** Regularly Driven 2+2 *Bob Tallgren*
1964 330 GT 2+2 s/n 5919 T.J. Gallagher - Asheville, NC
- STRADA AUTOMOBILI AWARD** Outstanding 250GT *Bob & Debbie Smith*
1964 250GT Berlinetta Lusso s/n 5425 Mike & Becki Dunn - Newark, CA
- NART AWARD** Outstanding NART Ferrari *Dick Fritz*
1967 275 GTB/4S NART Spyder s/n 10139 Jim Jaeger - Indian Hills, OH
- AWARD OF COMPETITION EXCELLENCE** Racing History *Roger Shimmel*
1972 312 PB s/n 0894 Jim Jaeger - Indian Hills, OH
- FERRARI LEGEND AWARD** Built prior to 1956 *Mark Wallack*
1949 166 MM Touring Berlinetta LM s/n 0201 L. Zambrano - Monterrey, MX
- VINTAGE FERRARI AWARD** Built in the 1960s *Jim & Debbie Pyle*
1965 275 GTS s/n 07543 Dyke & Sue Ridgley - Decatur, IL
- CLASSIC FERRARI AWARD** Restoration - Pre 1974 Ferrari *Jack Ruscilli*
1967 275 GTB/4 s/n 09559 P. & C. Current - Silver Spring, MD
- CONTEMPORARY FERRARI AWARD** Built 1975 or later *Steve Ahlgrim*
1988 412 s/n 74099 Andrew L. Bass - Lawrence, MA
- FORTE AWARD** Outstanding Flat-12 Ferrari *Ted Rutland*
1991 Testarossa s/n 89194 Jeff Ippoliti - Baldwinsville, NY
- COPPA BELLA MACCHINA** *Midwestern Auto Group*
(requires 100% pass on performance evaluation and 90 points or more in the concours)
1958 250 GT LWB Spyder California s/n 0935 E. & L. Davies - Hobe Sound, FL
1962 330 LM GTO s/n 3765 Jim Jaeger - Indian Hills, OH
1967 275 GTB/4 s/n 09903 James H. Fuchs - Brookfield, WI
1974 246 GTS s/n 08308 C.W. Schwimer - Pittsburgh, PA
1982 308 GTSi s/n 41029 Larry Shepherd - Troy, MI
- SPIRIT OF MONTEREY AWARD** Outstanding Car/Driver *Pacific Region, FCA*
1950 340 America Spyder s/n 0030MT Peter Markowski - Vergennes, VT

RESULTS PROVIDED BY ED GILBERTSON AND SHERRY LINDBERG

Class 13	Testarossa/F40			
Platinum	1991 Testarossa	s/n 89194	Jeff Ippoliti - Baldwinsville, NY	
Gold	1990 Testarossa	s/n 85084	M. Kelley/B. Cross-Kelly - Cincinnati, OH	
Silver	1990 F40	s/n 85712	Daniel J. Harrison - Oakbrook, IL	
Class 14	308 GT4			
Gold	1975 308 GT4	s/n 10500	Howard R. Levy - Metuchen, NJ	
Silver	1975 308 GT4	s/n 10512	Howard R. Levy - Metuchen, NJ	
Class 15	Mondial			
Platinum	1989 Mondial T	s/n 82553	Tony Benincasa - Zanesville, OH	
Gold	1988 Mondial 3.2	s/n 75885	Darrell G. Selig - Columbus, OH	
Silver	1987 Mondial 3.2	s/n 60901	Frederick C. Culp - Thornville, OH	
Class 16	400i/412			
Platinum	1987 412	s/n 69561	Kathy & Jim Kanely - Atlanta, GA	
Platinum	1988 412	s/n 74099	Andrew L. Bass - Lawrence, MA	
Gold	1984 400i	s/n 51779	Carolyn M. David - Middle Bass, OH	
Class 17	Racing - Pre 1962			
Platinum	1949 166MM Tour. Berlin. LM	s/n 0201	L. Zambrano - Monterrey, MX	
Platinum	1952 250S Berlinetta	s/n 0156 ET	L. Zambrano - Monterrey, MX	
Class 18	Racing - 1962 and Later			
Platinum	1962 330 LM GTO	s/n 3765	Jim Jaeger - Indian Hill, OH	
Gold	1967 206 SP	s/n 028	Nick Incantalupo - Oldwick, NJ	

rally and on the track and shown in the concours) were Jim Fuchs (1967 275 GTB/4) and Jeff Ippolito (1991 Testarossa). Ippolito probably had the best weekend with the rally win, a platinum class award, a GT Award and the Forte Award for the outstanding flat-12 Ferrari. Representing a fine turnout of 2+2 models to be judged and displayed. Timothy Gallagher's 1964 330GT 2+2 won the Grand Touring 2+2 Award (for outstanding 2+2 Ferrari regularly driven). It was well deserved as Gallagher drove his car to Columbus from North Carolina. Other major award winners and those recognized with platinum, gold and silver concours class awards are shown in the Annual Meet results.

The 1996 FCA Annual Meet will celebrate 20 years of the Ferrari 308 at Watkins Glen, New York over Labor Day weekend. It's never too early to make plans to attend since the historic road racing circuit located just outside of town will attract an usually large number of Ferrari enthusiasts.



JEFF ALLISON PHOTO

Above, The Award of Competition Excellence winner, 1972 312 PB s/n 0894. A superb example of a racing car, it was campaigned by the factory in 1972-3 with Ronnie Peterson, Tim Schenken, Carlos Reutemann, Jacky Ickx and Brian Redman. Second place finishes at Brands Hatch and Watkins Glen helped Ferrari win the manufacturers' championship in 1972.



JOHN C LUTSCH PHOTO

Above, 1958 Ferrari 250 Testa Rossa s/n 0748 TR is a standard customer car originally delivered to Gottfried Kochert of Vienna, who raced it with Erik Bauer in the 1958 Nurburgring to a tenth place finish. Bauer was later killed in the car, and it was returned to the factory for repair. Luigi Chinetti sold the car to Gary Laughlin. The next owner, Alan Connell, removed the engine and installed it in a Maserati T6D/61.



JEFF ALLISON PHOTO

Participants, enjoyed two full days of track time at the beautiful Mid-Ohio course which offers 2.4 miles of twisting, rolling pavement including 15 turns and frequent elevation changes.

FCA track events offer both high-speed driving and touring sessions. Here a touring session "pits" road cars against race cars as a group happens around a corner in descending order of age: in front a recent Testarossa, followed by Tom Williamson's Michelotto-prepared 288 GTC, Jim and Susan Schuessler's 330 GT 2+2, and Bob Rapp's 250 SWB.



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