

10th Annual Celebration Exotic Car Festival By Chad Ensz

This year's Celebration event forecast indicated that rain would be inevitable. I'm happy to report that it didn't rain a drop during the exotic car activities for the days I was there!

But the news wasn't the nice weather – although the Florida climate is always a welcome touch. The news this year was what good things were accomplished by the event and its participants.

It all hit home when I met the Make-a-Wish recipient who is battling acute lymphoid leukemia. Jose Villanueva has a wish to visit the Ferrari factory. This teenager is polite and mature beyond his years. I'm sure in some sense the curse of his disease has actually molded this young man's personality in a very positive way. It's often said, "It is never what happens to you but how you handle it."

I assume Jose has handled his illness like a champion. But don't let his calm demeanor fool you. He was extremely excited to climb in an F430 Challenge car with event co-founder Jeff Ippoliti. It was right here -- at this exact moment -- where the real meaning of a charity event becomes abundantly clear.



Villanueva prepares for his ride along with Ippoliti in a F430 about to tackle Daytona

The Celebration Exotic Car Festival is a big event, and the logistics are massive. Yet I get the impression that every effort is made to ensure costs are being controlled in order to get the most "cashola" in the charity's hands. Jose Villanueva will get his wish and visit the Ferrari factory, among more than 20 other wishes that will soon come true with the \$200,000 raised over the weekend. This charitable spirit surrounds the event and becomes contagious. If you catch this desire to make a difference, there will be a link at the end just for that purpose.

The Senega Collection Preservation Group Members joined a group of active Ferrari enthusiasts in raising \$17,000 for Jose and the Celebration Exotic Car Festival's Make-a-Wish Ferrari factory quest. I'd like to reward their generosity by publishing their names: Emilio Azcarraga, Giuseppe Capasso, Anurag Dandiya, George Desko, Peter Lombardo, Donald Linsey, Joe Murphy, Luis Perusquia, Joseph Rubbo, Charles Scardina, Alberto Sisso, Onofrio Triarsi, Roland Veit, Frank Weber and Enrique Senior.



A Brandon Connolly Photo

Add to this the names of Jeff and James Ippoliti, the 150-plus volunteers, the 12 Celebration Exotic Car Festival board of directors and everyone who participates.

The first two day's activities were held at the famous Daytona International Speedway. Track

Days, as they call them, allow for both the novice sports car owner as well as the seasoned racer to drive on these legendary tracks.

No better way for a Ferrari owner to learn the limits of their car and then lay claim to have driven at such a special circuit. Everyone should participate in the track day festivities if for no other reason than to perform a full blown Italian tune up on your Ferrari. An Italian tune-up is simply taking your Italian car and driving it very hard to "blow" out the carbon, etc., and therefore making your temperamental beast run better.

The Celebration Exotic Car Festival allowed more than just Ferraris to take the track. All manner of fast cars were present and accounted for. If you think of a sports car, it was probably there and lapping the track. There was even a big Bentley driven aggressively.

Then the big boys took the track. The CCR, or Challenge Club Racing, guys have went from humble beginnings to gaining traction -- pun intended -- and now sit in a fairly admirable position with "support" -- or at least recognition -- from Ferrari North America. This group has gained respect and proven many naysayers wrong. The CCR now possesses much momentum.



Ultimately, the CCR is a grassroots racing group that is more about the pure sense of what racing is versus many Challenge series that are more about pomp,

circumstance and image. These highfalutin series have turned into monsters that simply make motor racing inaccessible to many who love the sport/hobby. Their flaw is the need for boat loads of money.

I completely appreciate what the CCR stands for and against. Just like at last year's French Quarter Classic, I use the power of the pen to promote these guys and what they ultimately want to do -- make racing more accessible and fun. That's a spirit in motor sports that no one has been able to duplicate in many, many years.

My only complaint for the CCR races at Daytona was the timed 15-minute races. Once a car goes off course (a few did) the pace vehicle comes out, and by the time racing is resumed and tires are back up to temperatures, the checkered flag is waving. That is frustrating to a veteran racing observer and probably ultra-frustrating to the participants. I'll give the organizers credit; they are respecting a schedule to keep all things running smoothly. But a better timeframe for the real racers may benefit all.

The numbers were nice, with more 100 sports cars in and around the paddock area. No less than 30 Ferrari Challenge cars took the flag for the CCR races at the Daytona.



Like the French Quarter Classic and the Crescent Classic -- much has been exercised in making the evening activities memorable. The only real difference is Celebration is a much larger event and to properly entertain that many people, the coordination/organization must be overwhelming.

After the cars and track cool, the event had a great evening planned. The first night had a catered dinner and party inside the 60,000-square-foot motorsports themed Velocitorium at the Daytona 500 Experience.

After the second day of racing the participants were invited to an estate in Celebration for an incredible night of food and a magic show.

The highlight -- to many -- was Saturday's car show. Here one will see everything except cars built before 1950. Among the 260 cars were some celebrity automobiles like the Lamborghini Countach from "Cannonball Run," the Lamborghini Diablo and Mutt Cutts van from "Dumb and Dumber," the Batmobiles from the '60s television series and 1989 movie with Michael Keaton, the "Star Wars" Land Speeder, the "Back to the Future" DeLorean, the Plymouth Fury from the Stephen King film "Christine," and the hot rod from the TV show "Happy Days." There was even the world's largest street legal monster truck.

An estimated 40,000 came to see these machines; it was crowded but not overwhelming. As always, I am with the Ferraris which make up just less than a third of the total car count with around 80 cars.

I'd have loved to see older Ferraris present, but this isn't Cavallino. The Exotic Car Festival brings out the more modern cars, and to be quite frank, the crowds present probably appreciated the later model cars much more than "old" cars.

The oldest Ferrari there was a 330 GT 2+2, but it looked nothing like the grand tourer Maranello built. It appears as a fairly accurate "166/212 MM Barchetta," which makes the Dino 206 GT the oldest Ferrari there if you want to be technical. But if we were to be truly technical would a car without a Ferrari badge be the oldest Ferrari? The oldest Ferrari may well have been a red 365 GTB/4 "Daytona." Let the debate begin.

When most Ferraris are from the last 30 or so years, I begin to search for the odd-balls, finding those with unique color combinations or other special features. I found some interesting cars, such as an F512 M, a 550 Barchetta, a 612 Sessanta -- yes Sessanta (the last of 60 special 612s built), some real sharp, like-new 308 and 328s, and a 550 Maranello in Rosso Barchetta with crema and bordeaux interior. There was a rosso Dino -- red/orange and one of the best Ferrari colors -- Dino.

There were many more highlights such as the Senega Collection Preservation Group section that had -- among two fantastic Dinos -- all four Ferrari supercars, with a 288 GTO, F40, F50 and an Enzo.

Phil Bachman brought out a virgin Ferrari from his collection; it had not previously been shown. Bachman explained many of the unique features of his 612 Sessanta and not just the three-position electrochromic glass roof because all 60 Sessantas received this. Bachman marveled in pointing out the "one-offs" only seen on his car, the 60th and last one.

The paint can't be classified as a color. The closest way to describe it is a pearl/yellow/cream that changes color as you move around the car. This paint was the top of a two-tone scheme with a metallic dark brown being the lower color. Follow the color with unique badges and commemoration pieces and touches like the fact that every factory worker involved with this car signed the radiator cover. The interior is custom trimmed, and the luggage is made to match. There are custom features galore, all one has to do is start looking.

In typical concours tradition, the cars that received awards were paraded in front of the gathering crowds. There the announcer offered a bit of history and information about the cars and owners.

The major awards are as follow:

- Best of Show -- 246 GTS -- Senega Collection**
- Best 12-cylinder Ferrari -- 550 Maranello -- Lawrence Heil**
- Best 8-cylinder Ferrari -- 288 GTO -- Senega Collection**
- Best Competition Car -- 348 Challenge -- Steve Plaster**

Most of these awards made some sense, yet I preferred the 206 GT (Senega Collection) for Best of Show even though it was roped off and unable to be scruti nized.

The Best 12-cylinder Ferrari that has won this award for three of the last four years is a uniquely colored and optioned 550 Maranello, but there were other worthy choices. Some that stood out were an F512 M, Enzo and 365 GTB/4 "Daytona."



The 288 GTO was a great 8-cylinder selection and the Best Competition Car was the oddest choice since this car was not set up for competition. There's not even a roll cage, much less a single roll bar. It was clean, and the owner is a super guy, but it is not currently a racing car and that's why it was detailed much nicer than the real race cars that should have beat it for this award.

An indicator as to why this event has been called one of the five best exotic car shows in the world is seen in Saturday night's food and wine party. Here fifty chefs and wineries -- including celebrity chef winners

from the TV shows Top Chef and Hell's Kitchen -- offer up their dishes and libations. Just walk from booth to booth meet the representatives and take away some great food, beer and wine. There's no need to take out a wallet, all is covered with your entry ticket. I haven't even mentioned the top-notch entertainment!

There was a rally Sunday where nearly 100 cars participated. This rally is designed to be fun yet offers a bit of competition for those in need of a challenge.

Great organizers, great people, a great cause and a great event that IS making a difference.



Go to -- www.celebrationexoticcars.com and click CHARITY to make a difference!

Trainspotting at Celebration

At Daytona Track

ZFFSG17A8M0087095	Testarossa
ZFFDU57A240139023	Challenge Stradale
ZFFEW58A160147713	F430 F1
ZFFFG36AXL0086947	348 ts
ZFFKW64A680159227	430 Scuderia

At Daytona for Touring Laps

ZFFPR41A1S0101104	F355 Berlinetta
Unidentified	F430 Challenge
ZFFAA54AX50139157	612 Scaliatti
ZFFYT53B000131427	360 Spider F1
ZFFKW64A390168825	430 Scuderia
ZFF71NXX000178737	458 Challenge
ZFF71NXX000187635	458 Challenge

At Daytona to race in CCR

ZFFPR41A6S0102457	F355 Challenge #71
ZFFXR41B000107987	F355 Challenge #23
ZFFPR41A6S0104404	F355 Challenge #51
ZFFYR51B000123202	360 Challenge #5
122681	360 Challenge #88
ZFFYR51B000126902	360 Challenge #91
ZFFEX63X000146344	F430 Challenge #46
165688	F430 Challenge #9

Because of the instalation of passenger seats, the VINs were not visible on an F430 Challenge #27, F430 Challenge #22, F430 #95, F430 Challenge #99 and F430 Challenge #72

CAR SHOW Saturday

6513	166/212 MM Recreation
0300	206 GT
15739	365 GTB/4
08094	246 GTS
ZFFMA13A3D0047619	308 GTS QV
ZFFJA09B000051723	512 BBi
ZFFPA16B000057697	288 GTO
ZFFUA13A2F0058047	308 GTS QV
ZFFXA20A5H0067089	328 GTS
ZFFXC26A0H0070421	3.2 Mondial Cabriolet
ZFFXA20A5H0071059	328 GTS
ZFFSG17A8H0073607	Testarossa
ZFFXA20A8H0074215	328 GTS
ZFFXA20A8J0075029	328 GTS
ZFFXA19A1J0075063	328 GTB
ZFFXA20A0J0075302	328 GTS
ZFFXA20A9J0076416	328 GTS
ZFFWA21T0J0077565	3.2 Mondial
ZFFXA20A4K0079810	328 GTS
ZFFXA20A9K0080192	328 GTS
ZFFSG17A6L0084355	Testarossa

ZFFFG36AOL0086651	348 ts
ZFFFG36AXL0086947	348 ts
ZFFMN34A8N0092622	F40
ZFFRG43AOR0096886	348 Spider
ZFFRG43A9S0098884	348 Spider
ZFFRG43A3S0099268	348 Spider
ZFFVG40A3S0099757	F512M
ZFFPR48A8S0103342	F355 Spider
ZFFT646A0S0104248	F50
ZFFPR41A6S0104404	F355 Challenge
ZFFXR48A0V0108488	F355 Spider
ZFFXR41A2W0110738	F355 Berlinetta
ZFFXR48A6X0113228	355 F1
ZFFYR51A8X0115017	360 Modena
ZFFXR41A9X0115887	F355 Berlinetta
ZFFZS49A1Y0118477	550 Maranello
ZFFZS49A5Y0118496	550 Maranello
ZFFYU51A210122681	360 Challenge*
	*(conversion)
ZFFZR52A110124278	550 Barchetta
ZFFYR51B000126902	360 Challenge
ZFFYT53A020127900	360 Spider
ZFFBV55A930131782	575 M Maranello F1
ZFFCW56A030131878	Enzo
ZFFYU51A330132977	360 Modena

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ZFFBV55A640136195	575 M
ZFFEW58A250142115	F430 FI
ZFFEW59A750142142	F430 Spider FI
ZFFGT61A250144237	Superamerica FI
ZFFEW59A960145321	F430 Spider FI
ZFFEW59AX60146316	430 Spider
ZFFEW58A160147713	F430 FI
ZFFEW59A060150326	F430 Spider FI
ZFFFC60A270153410	599

ZFFEW59A070153471
ZFFJB54A170157627
ZFFKW64A280159452
ZFFEW59A780161410
165688
ZFFJB54A590166270
ZFF67NFA6A0174158
ZFF67NFA6A0175472
ZFF67NFA0A0175774
ZFF67NFA3B0182235
ZFF67NFA1C0183532

F430 Spider FI	612
612 Sessanta	430
Scuderia	F430 Spider FI
F430 Spider FI	F430 Challenge
F430 Challenge	612
612	458
458	458
458	458
458	458
458	458

ZFF73SKA7C0183622	FF
ZFF68NHA2C0188457	458 Spider
ZFF65TJA4D0189652	California
ZFF68NHA1D0190556	458 Spider
ZFF65THA4D0194128	Red

Cars with no way of identifying them but present... 575 M Maranello, 512 Testarossa, 512 Testarossa, four F430 Challenge cars with passenger seats covering the VIN and two 458 Challenge cars that were unidentified.

Anniversary in Essen: 25th Techno-Classica By Gregor Schulz

For years, the Techno-Classica has been the leading trade fair in the classic car world. The 25th anniversary edition took place from March 10-14.

Thousands of collector cars, including some interesting Ferraris, were for sale in the exhibition halls at the Grugapark in Essen, Germany.

Approximately 30,000 visitors on two days attended the first Techno-Classica back in 1989 and saw the stands of 250 exhibitors spread across six halls. The 25th edition had 1,250 exhibitors in no less than 20 halls plus outdoor areas. Nearly 200,000 people from all five continents came to northwest Germany, not wanting to miss the event.

If the Techno-Classica is the leading European trade fair in the classic car business, then Ferrari is one of the leading brands. If prices rise for classic Ferraris, models of other brands follow soon or later. In recent years has been only one direction for the price development of almost all classic cars wearing the Cavallino Rampante: upward.

Meanwhile, many models from the most sought after era of the late '50s to the early '70s are going steady, and the owners do not plan to sell in a time of constantly rising prices. And once a car comes on the market, it is not required to offer it in public at a trade show because there is already a waiting list of potential buyers.

It was probably due to this market situation that the range of classic Ferraris in Essen was not quite as large as in some of the previous years.

While you were able, for example, to buy Porsche 911 in almost all imaginable colors, the well-known traders brought only a relatively small number of Ferraris.

Particularly interesting were two early Vignale-bodied cars. The Artcurial auction house showed S/N 0227 EL, a Vignale Cabriolet from 1952. The car is left-hand drive, which is unusual for a Ferrari of that time. The first owner was a Brit living in Paris named John McFadden.

It has long been suspected that famous actor David Niven was the first owner of 0227 EL/EU. Later it turned out that McFadden and Niven were good friends, and the actor – also living in Paris – was from time to time allowed to use the Ferrari.



The other Vignale was 225 S S/N 0190 ET/ED, a car with an interesting racing history in France. It was brought to Essen by German dealer Eberhard Thiesen.



The German Ferrari Classiche branch of Helmut Eberlein from Kassel showed some nice cars, a wide range from 250 GT Ellena S/N 0869 GT to the current F12.

Particular attention was paid to a 275 GTB. The car was also on show the previous year, but at that time as a bare body-shell undergoing restoration. The only Ferrari F1 race car at the Techno-Classica was also on Eberlein's display, a 412 T1 S/N 155 of 1994.



Helmut Eberlein as the only official Ferrari dealer on the spot was satisfied with the sales. Some cars found new owners, including a 365 GTC/4 S/N 15087 in original orange and a bright green 308 GT4 S/N 08912, the latter for probably a record-breaking 90,000 euros, or approximately \$115,000.

RM Auctions promoted its upcoming auction at the Villa Erba on May 25 in Italy and showed the 340/375 MM Pininfarina Berlinetta S/N 0320 AM, and also the 400 Superamerica Pininfarina Aerodinamica Coupe SWB S/N 3559 SA and a 250 GT Lusso.

Among the other Ferraris in Essen were some Daytonas, 330 GTC, 250 GTE and 365 GT 2 +2, as well as some 250 GT PF Coupés, 308, F50 and Enzo.



PASSAGES – Capo Meccanico – Giulio Borsari 1925-2013

By Chad Ensz

Oftentimes we have to sort through stacks of old photographs – a project I relish. The hard part is identifying chassis numbers, events, drivers, owners and the such without a lot of supporting evidence. I've noted on more than one occasion that the many period Formula One images have “unknown” men in the cockpits simply moving the car from place to place.

This identification process can be a cinch when a highly recognizable driver is seated behind the wheel. But when it is a crew member, not a lot can be derived from that observation. Imagine the change in my learning curve when I recognize the same non-driver in many of the cars. That “person” now became more familiar in and around these racing machines.

That person was Giulio Borsari, who died at the age of 88.

Not a name that interrupts newscasts, but this man was the quintessential Ferrari mechanic for the Formula One team during what many refer to as the “golden era”.

Born in Montale a place that many say is next to Modena, which isn't entirely true. Sure linking Borsari to Modena is romantic; however his birthplace is actually closer to Florence and Bologna.

World War II delayed Borsari's career but he posted no haste to join Maserati immediately thereafter. Staying with the onetime motoracing powerhouse (the trident) for over a decade and winning a championship with a true legend -- Juan Manuel Fangio.

It wasn't until 1962 that Borsari joined the Scuderia as he arrived after the exodus of designer Carlo Chiti and manager Romolo Tavoni who desired to start their own team. This then paired Borsari with newly promoted race director Mauro Forghieri.

It didn't take Borsari long to climb the ladder reaching the title of Chief Mechanic for F1 in just two short

years. In this capacity Borsari remained from 1964 to 1973.

He continued his work at Ferrari and saw more championships by his retirement in 1979.

He then authored on a book “*La Ferrari in tuta*” with Cesare de Agostini in 1980.

It would also be wise to point out his expertise and involvement in the world of Ferrari sports car racing.

He'll be known best for many things...

- *His enthusiasm after his glorious career, never a recluse and often present for particular Ferrari and racing events. Borsari served as head of the Ferrari Shell Historic Challenge technical commission for eight years.*
- *And who can deny him his Formula One successes.*
- *His calm demeanor, those who were there say he never lost his cool.*
- *The hordes of young Ferrari mechanics that he influenced kept much of what made him special continuing to flourish in the race shop's garage*

The people he worked side by side with are almost household names and without doubt names that resonate with any Ferraristi. It was Giulio Borsari who helped those pilots win on their way to fame. He also had those drivers' lives in his hands as they controlled the cars Borsari prepared for them. There was no room for mistakes and Borsari was the man for the job.

Always remember mechanics at this level were technicians, engineers, and had to mix that with people skills and communication. Giulio Borsari was part of a special breed indeed.