



Newsletter

Spring 2011

President's Corner

Dear Ferrari lovers,

I hope the warm weather finds your car out and about on the roads. After all, these are the days to dust off the convertibles and rev up the engines. Thanks to all who came to our Spring Dinner Party. It was great to see old friends and make new ones. I look forward to seeing you at our next event.

Please be sure to sign up for the European Car Show at Plaza Frontenac in June. It's a wonderful event and we would love to have a strong Ferrari presence. Come show your car and share your stories.

See you soon,
Evan

Upcoming Events

May 15

Road Rally to somewhere fun.
See enclosed flyer for more information.

Sunday, June 5

St. Louis European Auto Show
See enclosed entry form for more information.

Sunday, September 11

Ferraris on the Piazza at the
Kemp Auto Museum

Please mark your
calendars now!

Welcome

Welcome to the first 2011 newsletters from your Ferrari Club of America – Missouri & Southern Illinois Chapter. It is our hope that with this newsletter we can keep everyone better informed of our upcoming events as well as recap events after they have happened.

Some wonderful events have already been planned throughout this year's season. We would really like to see some of you that have been "absent" from our events. Come on out and we promise to make you feel welcome even if your Ferrari is not attending.

A note about spouse/significant other participation at the events. Encourage your "other" to attend with you. Assure them that they won't be the only one in attendance who doesn't eat, drink, and breathe cars 100% of the time. The club events are a social gathering as much as anything else.

A bit of housekeeping here—please make sure that you keep us updated should any of your contact information change. It is a lot more efficient if you get the information to us directly instead of waiting for the national FCA to update us.

Also, if you know of any member that is not receiving our chapter information let us know or have them directly contact us. We want everyone to be able to stay informed and participate.

Spring Dinner Party at St. Louis Motorsports on April 3, 2011



It doesn't get much better than dining with your friends among Ferraris.

Ferrari Club of America -
Missouri & Southern Illinois
Chapter

www.fca-mo.org

Officers

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Historical Corner

Mysteries of the Earliest Ferraris

Some of you out there may be intrigued by the beginnings of Ferrari. Even a semi-casual interest in Ferrari has resulted in owning a book or two that gives a chapter to the early years. For the more obsessed on these early years one ends up with an assortment of books, the various specialized magazine (including the FCA's own Prancing Horse) and long dissertations on Ferrari Chat with experts around the world.

A few of the facts are pretty easy to nail down. Enzo Ferrari's non-compete clause with Alfa Romeo had expired by the end of WWII. Ferrari commissioned Gioachino Colombo to design his new car in July of 1945; this to be the first car named Ferrari. Regularly published are the photos of the first Ferrari on March 12, 1947 at the factory without a body. Then there is the first race a Ferrari participated in on May 11, 1947 at Piacenza, Italy.

First, keep in mind that Ferrari starts making cars when Italy is just starting to drag itself out of the end of WWII. Resources are very scarce as is the money to pay for them. Enzo Ferrari is reactivating all of his old connections with the professional drivers as well as the gentlemen racers that can still afford to pay. Ferrari was an upstart manufacturer and the glory and mystique were all in the future. Even as the reputation was building the company was tiny and only producing a handful of cars each year.

So, you ask, where is the mystery? It is established that the first 2 cars were built simultaneously. It is recognized that the serial numbers for these are 01C and 02C. There are some that contend that there was also 03C. The subsequent car was then 002C; but according to the current owner it is really 002. So with these we have two different serial number systems. This would then be further changed shortly thereafter with a new 3 and 4 digit numbering system with 001S as the first road Ferrari and 0002M for completion/dual purpose cars. The build dates were generally sequential between odd numbered cars and between the even numbered cars. They are not sequential at all as 021S following 0020M

01C and 02C do not exist as such. Some argue that 01C was recycled to become 010 and 02C was recycled into 020. If true, this shows the lengths to which old race cars were able to be re-bodied and re-stamped so they could move down the road to new owners as "new". Even as late as the mid-fifties this was occurring and is the reason that Briggs Cunningham stopped buying Ferraris.

In these early years as one tries to chase down provenance an assortment of hindrances occurs. Some cars were re-bodied several times by their original then subsequent owners, all in period. As cars were raced they were broken or crashed and subsequently modified. Many of the records are sketchy and incomplete. To help make sales of new cars the factory sometimes took back older cars and renumbered the new car to match it thereby avoiding onerous duties for the buyer. There are clear examples of people having had vested interests in ascribing ownership and/or race results to increase a car's value.

All of this has and continues to play havoc with determining the accurate history of these earliest cars and their correct serial numbers.



Memories of 2010

Left: Ferraris on the Piazza
Below: Columbus Day Parade

