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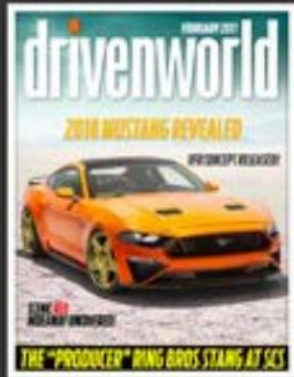
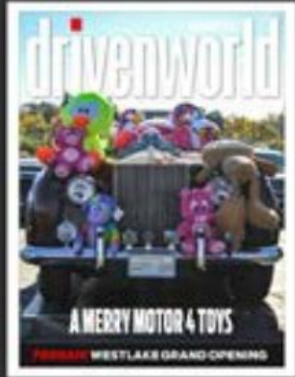
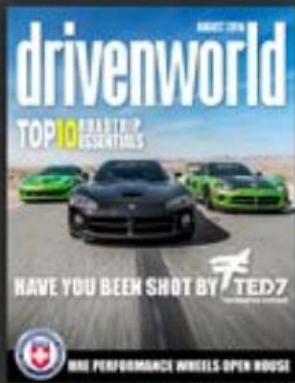
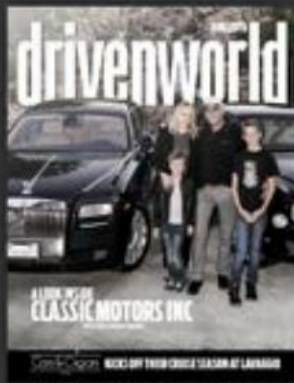
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FROM THE EDITOR

A LETTER

BY DUSTIN TROYAN



My old truck. Well, "old" is subjective. My daily driver was a Ford 1997 7.3L Crew Cab 4x4 truck. Last year of the Old Body Style (OBS). Truly an iconic truck with a classic look and the legendary 7.3L motor made by International Harvester. These motors were called the "million-mile-motor" and many argue it was the best diesel motor ever built for passenger vehicles. I loved my 7.3 truck.

You may notice I am speaking in past tense. As fate would have it, I was in an accident a few weeks back on the 101 freeway. Some yahoo wasn't looking where he was going and plowed into me as I and the rest of traffic were at a standstill. I didn't see it coming and it was a pretty solid impact. I'm a bit sore, but as far as accidents go, I walked away, but my truck, the truck I love...well....

So, the guy hits me and his truck bumper wraps around my receiver hitch. When we pulled over, the guy jumps out and says immediately, "Bro, your truck is fine....," while his truck is puking radiator fluid all over the place. Yeah, he was getting towed. But, my truck, it didn't look all that bad...but, looks can be deceiving.

My attorney told me to get the truck inspected to make sure it was safe to drive. I dropped it off at a local body shop. When the guys walked out to look at it, they said that it looked like there was not that much damage, but they would have to put it up in the air and check the frame. I explained that the guy really hit me hard, but, looking at the cosmetics of the truck it didn't appear to be that bad.

I told the guys that I had a custom made trailer hitch welded on and that it was rated "unlimited." That perhaps the hitch and the frame took all the impact, I was pretty jarred. They looked at the hitch and their jaws dropped. "That hitch is welded to EVERYTHING, we have never see a hitch so well made and welded to the frame in so many places..."

A few days later, I got the bad news, the frame was bent and they were "totaling" the truck. My truck! Now to many of you, you might think that I am insane, driving a twenty-one year old diesel truck. It is big, loud, square, but man it's a workhorse. I had resigned myself to driving that truck to the day I died and going to indeed, see if I could go 1,000,000 miles without a rebuild. I had updated the truck with many parts. It is a diesel truck that you can still work on and you don't need to smog it.

As far as diesel trucks go, the 1997 7.3 Crew Cab 4x4 Short Bed is the holy grail of diesel trucks. The shortest run of the short bed crew cabs. If you can find a clean example they go anywhere from \$15,000-\$30,000, with miles on them. I cannot tell you how many times someone wanted to buy the truck or other diesel guys would come over and admire the truck. And the sound, the sound is magical. A straight piped 7.3 (how I bought it). It has that sound that all diesel truck guys know, and if you hit the gas or are towing, it sounds more like a semi-truck or a tank. It is a trucker's truck for sure. And, it will soon be gone.

It took me a year and half to find that truck. I almost flew out to Arizona to buy one that was completely stock, but the guy wanted too much money. He wouldn't budge at all, so I had to wait and wait until I found another. This truck was up in Lompoc. A friend and I went up to get it. He thought I was nuts, but that is not new.

I have to say that I am pretty bummed. That truck became an extension of me. You don't see many of them, so my friends always knew that it was me driving it, by sight or by sound. And if my wife ever drove it, that was pretty cool. A good looking gal in an old diesel truck, I liked that. And Scarlett, my four year old, she is pretty sad too. Some say it is just a truck, but we have had so much fun with it, it has towed us, hauled toys during Motor4Toys season, a trip or two to the dump, friends have borrowed it, that truck just worked. It worked and worked and worked. I liked that. It may have been a bit raw and might not have offered the most comfortable ride by today's standards, but it was tough and it just kept going and going and going.

I am having a challenge with the insurance company as they think the truck is not worth what it is. I emailed over about thirty examples of similar trucks ranging in mid-teens to thirty thousand dollars. And, I have a list of guys who want me to buy it back from insurance and then to sell it to them with the salvaged title. A lot of guys want the truck! As I put my family in it and tow a 10,000 camping trailer...I can't take any chances driving a truck with a bent frame, but damn, would I like to keep the truck!

Then there is the fun of getting on the freeway next to a Prius in that old truck. Big loud and stinky, it is not very politically correct. If somebody was tailgating me, all you had to do was hit the gas. They would back off. There was something very satisfying about that. You didn't know whether I was a farmer, a gardner or a redneck, (as I was called all those driving the truck), I was fine with it. And per the Prius owners, well, let's not discuss your batteries and that environmental impact... pulling up at Whole Foods in that truck, you would think I would have been shot on sight. The truck truly brought me a lot of joy.

I once towed Gary Wales' La Bestioni with it on a trailer. My buddy said... "You towed one of Gary's million dollar vehicles with that truck, was he insane (Gary for letting me tow it)?" That Ford 7.3 just exuded confidence and work ethic. Big and loud, it was always ready to work! I really do love that truck.

So now I am looking for a 2003 7.3 Crew Cab 4x4 Short Bed. The last year of the 7.3 trucks. Finding a clean one at a decent price is like catching lightning in a bottle. I am going to have to find the right truck as I still want to drive a 7.3 for the million miles. Sure a newer truck would be nice, but, the 7.3s, there is something about them that is magical to me.

The owners of the 2003 7.3 trucks with low miles know that they have a truck that is in demand. These trucks have really been dialed in over the years and there is a 7.3L owners check list: the transmission rebuild by this guy or that guy, this filtration system added, bigger turbos, bigger injectors, gauges, and so on. The more bolt ons the better, if done right. I am not looking for some crazy modded truck, but either a truck owned by an old man or by one of those guys who took meticulous care of the truck. If you take care of a diesel, it will take care of you....

I might be crazy, searching out a fifteen year old diesel truck for a daily driver, but then again my dad drove a 1978 Ford Courier for twenty years, with no air conditioning. You would hear my dad coming down the street and that little truck squeaking and bouncing the whole way. No air conditioning.... dear old dad.

Well, I guess the apple doesn't fall far from the tree, I would be ok with that, driving that truck for years and years. If he did it, so can I. He is indeed the greatest man I have ever known.

Dustin

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2018 Escalade

ARTICLE BY DUSTIN TROYAN & PHOTO BY CADILLAC

- **420 Horsepower**
- **460 lb-ft pf torque**
- **10-speed Automatic Transmission**
- **Seating for up to 8**
- **Magnetic Ride Control**
- **Automatic Parking Assist**
- **Optional LED Exterior Lighting**
- **Optional Parking Assist**
- **Optional Massage Front Seats**

The 2018 Cadillac Escalade is an exercise in luxury. I suppose if you have to sit in traffic, you may as well be comfortable. Really comfortable.

For 2018, the Cadillac Escalade offers a balance of performance, luxury, usability and refinement. Being Cadillac's flagship SUV, no bolt was left unturned to provide the very best in the driving experience. The power plant is a 6.2-liter V-8 that produces 420 hp and a 460 lb-ft of torque which will get you from standing to sixty in just a touch over six seconds. A EPA-rated 14/23 mpg city/highway with rear-wheel drive and 14/21 mpg with four-wheel drive is obtainable with the seamlessly shifting ten speed transmission. For an SUV that will seat seven, those numbers are pretty amazing across the board.

The Escalade is a true pleasure to drive. For an SUV, it is easy to maneuver, it is comfortable and the technology incorporated into the driving experience is first rate. From wireless cell phone charging, which may sound silly, but is absolutely wonderful, to a 16-speaker Bose Centerpoint surround sound audio system, OnStar with 4G LTE and Wi-Fi hotspot, Cadillac's CUE infotainment system, this list goes on depending on the model you choose. But, 18-way power adjustable front massaging seats...is a must.

With the latest and greatest technology, the Escalade can keep you safe with a great many features; A surround view camera, Teen



Driver and a Rear Seat Reminder are just a few. The Driver Awareness package is recommended. It includes a myriad of options to keep you safe, the Escalade warns you about everything around you...from parking to collision. It is truly incredible.

The 2018 Cadillac is a winner and worth a test drive. You will not be disappointed. A package that could suit any family or business person, Cadillac nailed it. I highly recommend.

For more information or to test drive a new Escalade, Please contact Sven Sjodin at Sven.sjodin@Silverstar Cadillac.com or www.silverstarcadillac.com



The Art of Living

Does your home greet you with a feeling of warmth, luxury and comfort? One of the biggest factors in creating a home that nurtures the soul and spirit is selection of the right artwork. Of course art is personal, but here are a number of tips that will help you create a space that is personal to you.

1. Neutral walls can create a blank canvas that will highlight your artwork. Be sure to select the proper size and work of art for each space. Art should never overpower the space. If you choose a sculpture or piece of standing artwork, do not place it in a traffic path. This may seem obvious, but disaster stories involving poor placement range from stubbed toes to sculptures falling through glass doors. No one wants to find his Rodin in the swimming pool.

2. Consider how each work of art will combine or contrast to the colors in your space. A work of art can be jarring and provocative, but its placement should not be. Frames should blend with the style of your decor unless the frame itself is antique or artful.

3. Lighting is of utmost importance. If the space is not well lit, invest in up - lighting or museum lighting to set off your art and to help create drama. Use museum glass to protect art in areas with high light exposure.

4. Some collectors have huge budgets for art investment. If you are not in that category, it is easy to minimize investment costs by selecting from your own collection of photos. Make sure you choose high-resolution

photography that will not become distorted when re-sized, and use high-quality photo paper. Matching frames and matting add a continuity that allows the eye to focus on the photograph rather than on the frame.

5. Mount the artwork at eye level, and remember, less is more. If you want a particular piece of art to be the focal point of the room, play down conflicting elements in window coverings and furniture. Make sure the painting you love does not have to compete with grandma's cuckoo clock.

6. Art should reflect your personality, and no one has to like your choice of art except YOU. Go to galleries and art openings to develop your taste and to get an idea of what you truly enjoy. A great place to pick up quirky and delightful pieces of art is at school art shows where you can buy reasonably priced creations and maybe even discover the next Picasso!

Remember, the art of living includes living with art. So choose what you love, and live well!

Gwen Banta & Tory Herald
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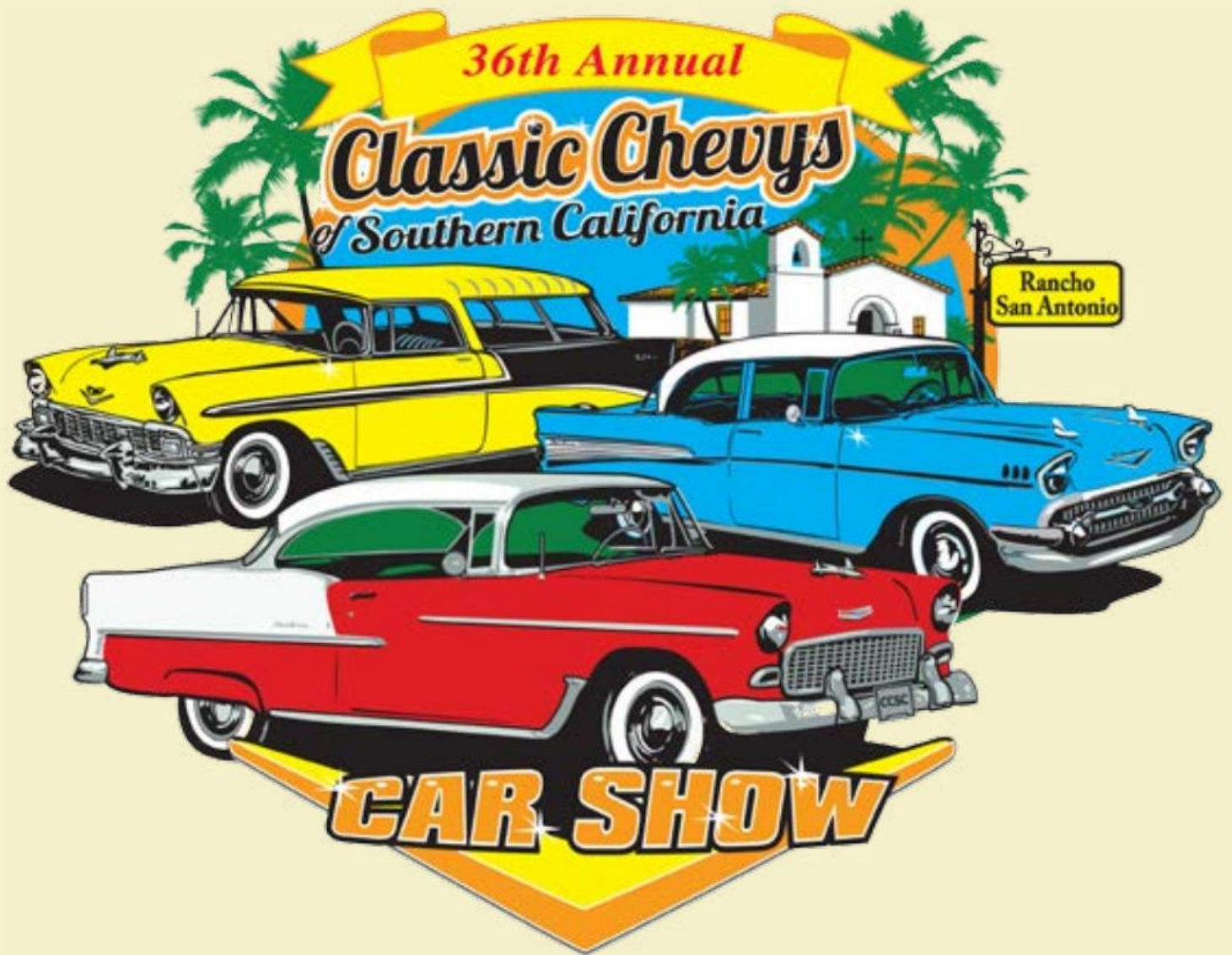


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Car Culture

by Mark Llewellyn



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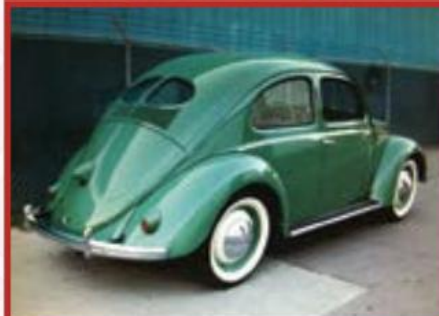
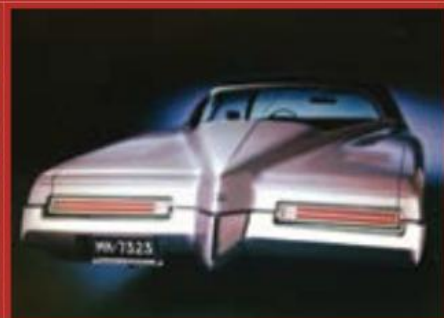
Car design continues to evolve over time. Styles and designs come and go, just like the fashion world. Some are never to be seen again, while others make a stylish, retro comeback.

Originating in the 1930's, the split rear window is due for a revisit. Art Deco automobiles like the 1934 Chrysler Airflow were a natural to adopt this classic design. Offering a sweet, swept-back look, some considered the design "privacy enhancing," while others criticized it for the lack of visibility. Just like clothing and other designer merchandise, its artistic effect was very "individual". The 1940's saw the demise of the split rear window, the exception being the Volkswagen Beetle which carried the design to 1953. Italian designer Franco Scaglione introduced the design back in the mid-fifties for Alfa Romeo.

The most famous domestic appearance of the split rear window was on the 1963 Chevrolet Corvette 'Stingray'. Designed by Bill Mitchell, many loved the design due to the bulge on the hood that followed a line on the roof to the rear window.

But the Vette's window fell prey to some of the criticisms of its predecessors. Although many enjoyed the rear window style, they found the limited visibility outweighed the aesthetics. Bill Mitchell did not give up and worked with General Motors designers and in 1971 came up with the Buick Riviera. This time the split was a clear ridge in the glass, rather than a panel separating 2 windows. It clearly delineated the window without visual obstruction.

The automotive industry has not seen the return of the split rear window since. Many would say good riddance, while others are quietly, and anxiously, awaiting its return to the automotive fashion highway.





Rare Among the Rare

ARTICLE BY Sandy Bettelman

Alvis Car and Engineering Company Ltd was a British manufacturing company in Coventry from 1919 to 1967. Alvis cars were a quality build equivalent to a Bentley. In addition to automobiles designed for the civilian market, the company also produced racing cars, aircraft engines, armored cars and other armored fighting vehicles. In 1968, a buyout of the car operations was finalized and all the Alvis car design plans, customer records, stock of parts and remaining employees were transferred to Red Triangle of England (still in existence today).

The Alvis TB 21 was a two seater open car (right-hand drive) based on the running gear of the TA 21 saloon and made only in 1952. Alvis contracted AP Metalcraft, a Coventry coachbuilder, to produce the TB 21 body to fit on the TA 21 chassis. Alvis, records show that 31 TB 21 Sports Tourers were produced. Only 8 are in the USA.

This Alvis TB 21 chassis #25133 (one of the 31 built) was conceived as a factory prototype in order to have a left-hand drive, 4-seater roadster for the American market in the lineup of Alvis Cars. The project was discontinued because of the high cost of production (making this car a one off). In 1952 this car was sold to the Alvis dealer in New Zealand. Since early 2000s, this one of a kind car was in Southern Germany. In 2017 this prototype car came to America, as was originally intended.



SPECIFICATIONS

GENERAL

Manufacturer
Alvis Car and Engineering Co. Ltd.

Location
Coventry, England

Model/Year
TB 21 Sport Tourer 1952

Production
30 (RHD, 2-Seater)

Prototype
1 (LHD, 4-Seater)

US IMPORT
8

Original MSRP
21 £1,598 = \$4500

DIMENSIONS

Length
177.5in

Wheelbase
111.5in

Width
66in

Height
58in

Weight
2844lbs

MECHANICALS

Engine
3.0L In-Line 6 Cylinder

Power
95 HP | 150 lb-ft tq

Transmission
4-Speed Manual

Suspension
Independent Coil Spring Front
Beam Axle, Semi-Elliptic Leaf
Spring Rear

Drive
Rear Wheel Drive

Brakes
Drum

Performance

Top Speed
95 mph
1st Gear | 31mph
2nd Gear | 47mph
3rd Gear | 69mph
4th Gear | 95mph



The History of Ferrari

ARTICLE BY JASON MUELLER | PHOTOS BY GREG GRUDT & TED SEVEN

Ferrari has become one of the most successful sports car companies in the world. From million dollar sports cars to roller coasters in Dubai and all the accessories in between Ferrari has all the frills that adrenaline seekers crave. Only the wealthiest will have the privilege of owning the limited amount of Ferraris that are made each year but you can go take a joy ride for as little as \$150 or rent one to get the full experience. Here is the history of the famous Italian legend in the racing scene, Enzo Ferrari.

1898. Enzo Anselmo Ferrari is born into a modest family, his father working with the railway. He was fascinated with motorcycles at a young age and won many races. Enzo's passion for racing would shape his famous future.

1929. The Scuderia Ferrari racing team was formed by Enzo. The team was

successful in many races winning victories for Alfa Romeo. The team prepared winning race cars and in 1933 Scuderia became the official racing team. Enzo led the team in successfully building the Alfa Romeo Bimotore, Alfetta 158 and the Alfa Corse by the end of 1938

Ferrari is widely known for the black prancing horse logo and the logo alone helps sell 1.5 billion in worldwide retail sales. The logo has been used since 1932 but very few know its history. The black horse was originally painted on an Italian fighter plane piloted by Count Francesco Baracca. He was known as the best Italian fighter pilot winning 34 aerial fights. Francesco's mother gave Enzo the emblem to use and he only changed the white flag to yellow in recognition to his home in Modena.

In 1939 Enzo left Alfa Romeo to set out on his own, he quickly founded Auto Avio Costruzioni, primarily an aircraft part and machine tool company. Enzo had the agreement with Alfa Romeo that he would not use the name Ferrari for at least 4 years but the old Scuderia team remained in the Modena



headquarters working with Enzo.

In 1940, the team assembled their first race car named Mille Miglia but because of the war the primary focus was to make grinding machines.

In 1943 a factory was built in Maranello but was unfortunately bombed in 1944 and 1945. The factory was quickly rebuilt and remains the Ferrari headquarters to this day.

During 1945 and 1946 he was masterminding the famous V-12 engine but the first Ferrari wasn't ready until 1947, The Ferrari 125 Sport entered the racing scene and history will soon be made.

1951 was the year that a huge Grand Prix title was won by driver José Froilán González.

It was 1957 when the company name was changed to Auto Costruzioni Ferrari.

In 1963 Enzo was tempted with an 18 million dollar offer from American owned Ford Motor Company but he decided to refuse to sell at the last mo-

ment. Ford was infuriated and designed the GT40 to successfully compete against Ferrari.

In 1964 Enzo's son passed away of muscular dystrophy. His name was Alfredo, but he was better known as Dino. The name Dino is used for models in memory of Alfredo.

In 1969 Fiat took a huge share in Ferrari. The money was much needed and gave Ferrari the capital to compete in the sports car industry on the streets. Although Enzo's only real dream was on the track, he made the decision to enter into the road car manufacturing business with Fiat to help fund the racing. Enzo would keep a 10% share in the company which was favorable over the Ford deal. Fiat helped make Ferraris widely known and loved by the elite.

The Testarossa made its debut in 1984. The name, which translates to "Red Head", was originally used to nickname the 3.5 liter 12 cylinder engine which was painted red in 1958.



One of the most famous supercars that was ever made was the Ferrari F40 which was the last car that Enzo oversaw. The F40 was made to commemorate the 40th anniversary of Ferrari. The car is sold nowadays for around 1.3 million dollars.

At the age of 90, Enzo Ferrari peacefully passed away in his sleep on the morning of August 14th, 1988. God rest his soul, the name will forever be in the history books and the cars will always be fast.

The company was renamed Ferrari S.p.A in 1989.

At an auction in 1990 a Ferrari was sold for over 11 million dollars. If you thought that was a lot. The most expensive Ferrari ever sold is a 250 GTO

and has been sold at an auction for 34.65 million. There have been rumors that a GTO sold for 52 million in a private sale but numbers have not been confirmed.

For the 50th anniversary in 1995 the company decided to build the Ferrari F50, only 349 of them were produced and the supercar sold for a hefty \$680,000. The car does zero to sixty in 3.7 seconds and has a top speed of 200 MPH.

The F60 was introduced in 2002 and some say that this is the world's greatest Ferrari. It was named the Enzo after the legend himself. There were only 400 made and one was donated to the Vatican.

At the 2008 Detroit Auto Show Ferrari displayed the F430 that runs on



ethanol.

In 2010 they unveiled a hybrid version of the 599 that Ferrari called the "HY-Kers Concept". The hybrid system gives 100 more horsepower making a whopping 712 horsepower.

The government of UAE once owned a 5% stake in Ferrari but Fiat later bought the stake back. The world of Ferrari theme park was created in Abu Dhabi in 2010 where you can take a Ferrari to the streets or ride a 150 MPH roller coaster.

There are too many models of Ferraris to list. If you are looking for full list of Ferraris, Wikipedia has information on all models. Everyone dreams of

owning a Ferrari but only wealthiest can afford this luxury car. When shipping a Ferrari you will want to choose a company that has enclosed auto transport and a good reputation to protect your prized possession.

"If you can dream it, you can do it." Enzo Anselmo Ferrari



FERRARI
488
PISTA



The New Ferrari 488 Pista

ARTICLE BY STEVE ELLIS

As the title suggest, this article is about a brand-new Ferrari, so if you'll excuse me for one second, I will put on some classical music, pour myself a glass of fine Yellow Tail wine, and for the next few moments pretend I am fancy.

The first time I had the opportunity to ride in a Ferrari, was on my 21st birthday. My friend Dustin Womack, owner of MVP Motorsports, owned a Modena in bright Giallo yellow. We were driving back to the hotel, when he, as the Brits would say, "Gave it the Beans". I'll say this, we made it to the hotel very quickly, but that was expected. Now If we were to reenact that dash in the forthcoming Ferrari 488 Pista, I'd imagine we'd get there a whole lot faster.

After several internet leaked photos and ambitious forum post, the stunning, and nefarious successor to the 360 Challenge Stradale, the F430 Scuderia, and the 458 Speciale, was announced by Ferrari to make its public appearance later this month at the 2018 Geneva Auto Show.

Being from Texas, my 'I-talian', is a bit nonexistent, but "Pista" translates to track, which I did confirm...via Google Translate, and by asking a friend who speaks fluent Italian, as well as...well...Ferrari says so.

What exactly does the new track focused car bring to the table in comparison to the average 488 GTB? The Pista sheds nearly 198 pounds, when optioned with all the most absolute light weight offerings, tipping the scale at 2,822 lbs (dry), it packs 50 horsepower more from the most powerful V8 that Ferrari has ever made, and is dressed to kill with updated aerodynamics sampled down from Ferrari's Formula 1 racing cars. Also, to note, there is an option for 20 inch carbon fiber wheels wrapped in none other than Michelin tires.

Up front is the F1 derived S-Duct, rear diffusers from the Ferrari 488 GTE racecar, as well as a reformed rear spoiler, which together provide 20% more down force. The twin-turbocharged 3.9-liter V8 exhales 711 hp and stomps out 568 lb-ft of torque through a 7 speed dual clutch transmission. Now that is a substantial upgrade when compared to the 458 Speciale's 597 hp and 398 lb-ft of torque.

With all of those updates the sprint from 0-62mph stops the clock at 2.85 seconds, 124mph in 7.6 seconds, and tops out at 211mph.

Practically sharing the same engine from the 488 GTE car, the 488 Pista incorporates use of Inconel exhaust manifolds, carbon fiber intakes, titanium connecting rods, a lighter crankshaft and flywheel, as well as moving the intakes in the path of cleaner air. Underneath are electronically controlled magnetorheological dampers, attached to a rather customary dual wishbone front and multi-link rear suspension configuration.

With the new car, comes a new update of Ferrari's CPU, now in version 6.0, the Side-Slip control. The Tony Stark like upgrades control the electronically actuated differential, traction control system, the mentioned magnetorheological suspension, and the added ability of providing varying brake pressure.

With all the wizardry that the car possesses, I'd imagine that even with the most unskilled drivers behind the wheel, the 488 Pista will be merciful. That is a good thing as the diabolical car pictured before you is said to be faster around the track than the Ferrari the Ferrari (aka LaFerrari...yeah, I'm not sure why and or how that was a choice for a name).

You may be asking yourself, "What is the price to put the keys of a 488 Pista in my pocket?", well that is currently unknown, at the time of writing this article, but will surely be announced at the Geneva Motor Show.





Porsche Effect

ARTICLE AND PHOTOS BY STEVE ELLIS

As of late, I am literally burning the candle at both ends, burning the midnight oil, being a zombie, and any other creative sayings you can think of that means I am overworking myself.

With that said, I FINALLY made it by the Petersen Museum to see the Porsche Effect exhibit.

The 911 (pronounced Nine Eleven, not Nine One One...hey some people don't know, so I have to make it clear. Also note that Porsche has two syllables) is the Porsche famed iconic sports car, but is only a part of the long history of the brand.

The Petersen has gathered some of those cars, as well as some of the mythical cars such as the Porsche 911 GT1 Straßenversion that you see pictured. After doing some quick research there were only 22 of these road legal versions made. I may have touched it, just to say I touched it, but I also won't admit to that, I'm just saying.

I'm not going to ruin it for you, as these pictures only provide a small taste, and are completely absent of the phenomenal environment that the Petersen Museum habituates.

For more information check out <https://petersen.org/>

-Steve Ellis-

Behind the Wheel





SCS NSX DAY

ARTICLE BY Dee D'Orazio | PHOTOS BY MARTY MASTERMAN

After some unseasonably warm weather in January, that mischievous mistress Winter finally lowered her frigid veil down over the 1st Annual NSX SuperCar Sunday Feb. 18th. With the temps in the 40's, I arrived in my Gen I 1991 red NSX at 6:45 AM, car heater blazing. There were already three early bird arrivals in the form of new 2017 Gen II Acura NSX's staged prominently in place by a few members of the Acura Corporate team in Torrance c/o Matt Sloustcher.

Then, amazingly enough, out of my peripheral vision like a slow approaching parade, in drove a colorful caravan of 20 or so Gen I NSX's who parked in our Westfield Pavilion Marque corral. Prime examples of pristine Stock and Modified sporting aftermarket superchargers, headers and exhausts came from as far away as Palm Springs, San Diego and San Jose.

By 8:00 AM, I counted 60 prime NSX specimens of Japan's very first Supercar! Proud owners and other car aficionados quipped, "I had no idea there were this many NSX's in Southern California!" and "What an incredible turnout!" I think I even overheard Dustin, the originator of Supercar Sunday, say "This is way beyond my wildest imagination!"

It was an exhilarating, knowledgeable congregation of drivers sharing stories and kibitzing for almost three hours about each other's exotic works of art and design like a mutual admiration society! After all, these cars were the world's first mass-produced car to offer an all-aluminum, monocoque body with a mid-engine, rear wheel-drive, 24-valve DOHC V-6, 272HP 5-speed manual or automatic transmission and vented front and rear disc brakes. And, I should mention legendary Formula One racecar driver Ayrton Senna played an instrumental hand in its development.

As the sun finally ascended over the treetops, Dustin gave the signal and 20 - 30 drivers fired up their engines, generating a cacophony of mechanical power and engineering, heading out on a scenic backroads cruise. We took Mulholland Hwy through the beautiful Malibu canyons and caravanned to the exclusive Lavaggio detail facility in Agoura Hills for a lavish brunch provided by the guys at Acura. It was a stellar, overwhelmingly successful NSX Supercar Sunday, even if I do say so myself! Thanks again to Dustin Troyan, Matt Sloustcher and Daniel Tiet and everybody who participated for making it a memorable event!

For more information on Lavaggio - The Art of Auto Detailing... contact Dustin Troyan @ 818-584-3240 or online - www.lavaggio.net, and: Matt Sloustcher, Manager, Acura Public Relations c:(310)357-5711





Charles McClendon's 57 Chevy

Photos by Michael Breeding

When Charles arrived at the show, everyone went crazy. There was a crowd around the car immediately. The 57 really stopped the show! We requested a few photos to share with our readers as this is truly a stunning example. Well done Charles! Enjoy the photos!

- LS1 with Custom Engine & Radiator Covers
- Tremec T-56 Magnum 6 Speed Transmission
- McLeod RST Hydraulic Twin Disc Clutch
- RideTech Level III Shockwave System
- Chromed RideTech Control Arms, 4 Link, & Sway Bars
- Dakota Digital HDX Gauges
- Flaming River Tilt Steering Column-Polished
- Flaming River Power Rack & Pinion Steering
- Billet Specialties Stiletto Steering Wheel
- Billet Specialties Polished Pedals with Chromed Pedal Arms
- Power Windows & Power Door Locks
- Pioneer 7" Touch Screen, Navigation, Apple CarPlay
- Customized Belair License Frame With Back Up Camera
- JL Audio 1000W 5 Channel Amp & 12" Subwoofer
- JBL Front & Rear Speakers
- Custom Pressed and Powder Coated Speaker Grilles
- Custom Leather Upholstery – Front and Rear Bucket Seats
- Full Length Leather Console – Rear Deck to Dashboard
- Custom Leather and Suede Headliner
- Custom Leather Upholstered Trunk
- Oracle LED Multi Color Halo Projector Headlights
- Digi-Tails Sequential LED Tail Lights
- Dual Trunk Mounted Optima Red Top Batteries
- Eddie Motorsports Billet Hood & Trunk Hinges
- Complete DynaMat Lining
- Powder Coated Viper Red Frame
- Vintage Air
- Wilwood Power Disc Brakes – Front & Rear
- Rock Valley Polished Fuel Tank
- American Racing VF498 Polished Forged Wheels
- 18 x 9 Rear & 17 x 8 Front
- Moser GM 12 Bolt Tru-Trac Rear End
- Polished Stainless Exhaust - Polished Magnaflow Mufflers
- AV System, RideTech Suspension, Dakota Digital





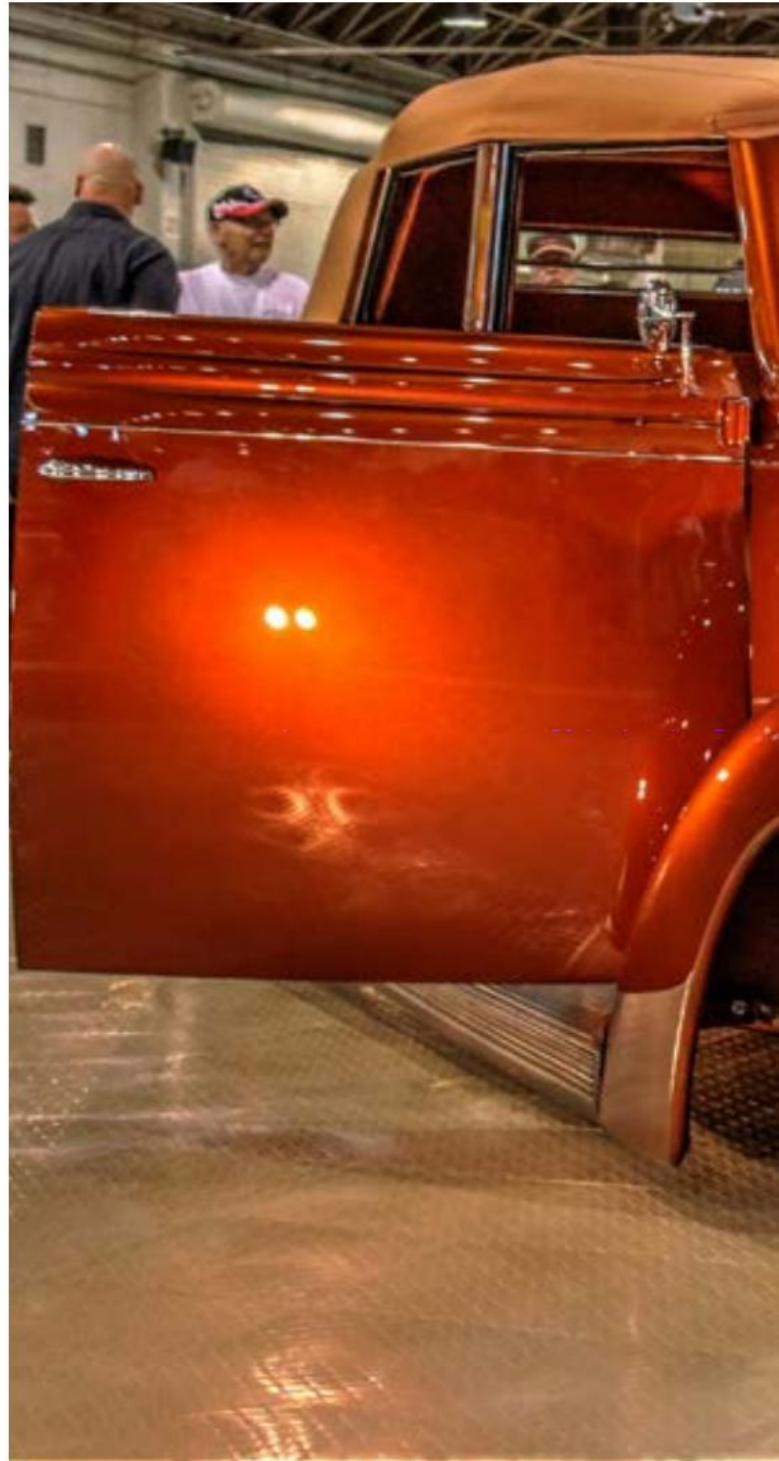
Grand National Roadster Show - Pomona Fairplex

ARTICLE BY TED LIGHTHIZER PHOTOS BY TED LIGHTHIZER | DAVID ROSENTHAL | TOMMY HUTH

The Grand National Roadster Show, (GNRS), is now in its 69th year. Once known as the Oakland Roadster Show, it is the longest running indoor car show in the world! The GNRS is produced at the Fairplex in Pomona, now in its 15th consecutive year. Over 500 show vehicles competed for awards inside all 7 Fairplex buildings. Most rate the GNRS as the premier hot rod car show on the West Coast because it brings together some of the most prestigious builders, fabricators, artists, and restoration specialists to show off some of the finest examples of classic Americana on wheels ever made. The show encompasses all genres of the classic car hobby. Customs, restorations, muscle cars, trucks, hot rods, street machines, speed record holders and this year, the infamous Rolling Bones vin-tage racing vehicles comprised a large display celebrating the early 1950's of drag racing. Every year one of the huge display halls is dedicated to a single marque but this year Pon-tiacs, Ford Mustangs and Cobras from the 60's and 70's filled one hall. Another hall featured both Old School Hot Rods and Retro Rods along with Lowriders from the 50's to 70's. One of my favorite halls was filled with "real cars and builds" from the little guy like you and me. All your favorite cars are there like '32 Fords in both 3 and 5 window coupes, '50 Mercury's and all the "shoe-box" Chevy's from '55 to '57 along with numerous pickup and delivery trucks from the same era.

The "America's Most Beautiful Roadster" award is one of highest honors bestowed to an owner and builder and the only place to get it is at GNRS. The trophy is over 5 ft. tall and has the names of all the previous winners engraved on it. Being that "roadster" is in the title, the only types of cars that can win it will have open tops. This year, the award went to a beautiful blue 1931 Ford owned by Dave Martin and built at Hot Rods & Hob-bies in Signal Hill, California.

Besides all the cool cars, trucks and motorcycles to check out, you'll also be able to talk to hundreds of vendors who supply all the parts and fabrications needed to build that special project. This year attendees of the 3 day show also got a chance to see the NHRA Motorsports Museum that is also located at the Fairplex for only \$5, normally \$10. For those who attend the show on Saturday or Sunday, you'll also find another 400 or so hot rods and specialty cars parked all around and between the display halls to check out as well with no increase in ticket prices for the extra cars. Watch for this show to happen again next year on the 4th weekend in January at the Fairplex in Pomona. You won't be disappointed.





Supercar Sunday

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If you are attending Supercar Sunday we ask that you observe all rules of the road and of Supercar Sunday. The car community is our community and we must protect our car shows and lead by example. We ask that you come in good spirits and enjoy your visit. If you are inviting friends or groups, we ask that you inform them of the rules and observe them.

RULES

NO CAR DEALERS

NO STEREOS

NO REVVING

NO PEELING OUT

NO RACING

NO SAVING SPOTS

DO NOT BE AN IDIOT

We also ask that you keep your RPMs below 2500 RPM coming and going from Supercar Sunday. If you are coming in a larger group, please email Dustin in advance. Remember folks, this is our community, let us always reflect well on each other.

For more information on Supercar Sunday and vendor/sponsor info you may visit:
www.supercarsunday.com or contact: Dustin Troyan at Dustin@connectedmediagroup.com

Feb 18

NSX

March 4

Lotus

April 1

1960's Muscle Cars

May 6

60-70's German

June 3

Lamborghini

July 8

Pre-70's Hotrods

Aug 5

Ferrari

Sept 2

Corvette

Oct 7

Porsche

Nov 4

TV & Film Cars

Dec 2

Motor4Toys

The Big Wheel

ARTICLE BY HOTROD JAY SANTOS

“Speed is distance traveled per unit of time, which is how fast an object is moving”

My first experience with speed was at the very young age of five years old on a classic rolling toy called a “Big Wheel”. This fascinating three-wheel contraption (you know exactly what I’m talking about) was made of all plastic with a huge front wheel and two small rear wheels. Also it contained two pedals on the front and a single so called brake on the back that was just a small plastic handle that rubbed on one of the rear wheels when grabbed and pulled up.

The home I grew up in was at the bottom of a steep hill. All the neighborhood kids would be outside riding their bikes and toys throughout the day. It was summertime and extremely hot and I was in shorts, a t-shirt and barefoot. Each day I would push that Big Wheel a little farther up the hill and race down. By the end of that first week I was three quarters of the way to the top of the hill, and I discovered that flying down the sidewalk was getting a little bit sketchy. With the gain in speed the Big Wheel was harder to steer and keep from running into the small walls that lined the sidewalk. As luck would have it, I came up with a great idea to drive the Big Wheel in the street near the curb. I figured that with all the

space in the street, I would have plenty of room and I wouldn’t have to worry about wrecking into a wall. Well, I was wrong! Remember now, I was five years old, Wand about twenty four inches tall in the seated position. Also don’t forget, I was bare foot. As I pushed the Big Wheel up the street, I was filled with excitement. I’d been that high up the hill before, so I knew what to expect. I sat down and turned the Big Wheel slowly towards the street. I pointed it straight down, put my feet up and off I went!

The first moment I realized that I was in trouble was when I saw my neighbor Millie slowly backing out of her driveway. In 1969, all the muscle cars and passenger cars were big, wide and tall. Millie’s was no exception. As I got closer to her house I realized that there was absolutely no way she could see me. I grabbed the hand brake and pulled it up as hard as I could, but I was traveling way too fast for it to make a difference. Her car edged out and was now half-way into the street. I was preparing for impact but at the last moment I put my feet down and dragged them topside down on the asphalt and miraculously came to a grinding stop before hitting her car. Millie never saw me and drove off down the street. As I staggered back to my house crying and with both feet covered in blood, I could only imagine the horror my mom felt as she looked down at them! Lesson learned – wear the proper clothing/safety equipment and don’t drive a Big Wheel in the street!

My second taste of speed came shortly thereafter but with a wagon. I found the wagon discarded and laying on its side near some trashcans. The

paint was faded blue and there was rust along the sides. (Little did I know, this rusty wagon would be the foundation for my love of Rat Rods and Hot Rods!) I figured out that rather than pulling my new found treasure, if I sat inside and turned the handle around, I could steer it like a car. This was a great revelation and with my previous “Big Wheel incident”, I knew I needed more open space to drive. Luckily, I lived across from “Parkman Jr. High School” which is now known as “Woodland Hills Academy.

There were some wicked steep slopes that surrounded half of the school, “perfect so I thought!” I found one slope that had a nice grade to it as well as being quite long. I would start at the top, and race down before I would make a slight turn at the bottom. I ended up riding down the hill for most of the day and was getting ready to head back home when Danny, a school friend of mine saw me. He asked if he could ride with me down the hill in the wagon, but was concerned about us crashing. I reassured him that we would be fine and it would be fun!

Well, things didn’t quite go as I planned. I didn’t take into consideration the extra weight and the increased speed with both of us in the wagon (why would I consider that-I was only five). Sure enough, we raced down the slope but as we reached the bottom, I turned the wagon as I’d done throughout the day, and it pitched sideways. We both went flying out and slid on our sides. As we both lay there and moaned, I could only think of how Danny was right about crashing. Lesson learned – Increased weight and speed affect handling.

So... I bet your wondering, “Why is Hot Rod Jay writing about his childhood disasters again?” “What does this have to do with cars?” Well actually, it has everything to do with cars! Right now in the auto industry, the performance after-market has never been hotter. Not only that, the automakers are coming out with some of the most amazing, powerful cars ever produced. Depending on your budget, the sky is the limit. You can literally go out and buy a race ready

car. If you want to upgrade a car you already have, there are some key points that you have to remember. Anyone can easily add some performance to their daily driver with a simple exhaust, intake manifold and carb swap. What’s so great is that it can be done in one afternoon.

For more serious horsepower, power adders are the way to go. Nitrous, Turbo’s and Superchargers are the most popular. But with these, you can’t just install them and go. You have to take into consideration the increase in power and the affects it will have on your engine, chassis and suspension. Also, your fuel system, ignition timing, the engines bottom end, transmission, differential, tires, braking system and most importantly your safety are other things to consider. If you do your homework and plan it out properly, you absolutely won’t be disappointed. If you don’t plan it out and do your research, you’re definitely heading for disaster. Remember the Big Wheel and wagon...

Although I’ve been involved in the car community and drag racing for many years now, I’m still learning new things. Just when you think you have it all figured out, something new pops its ugly head up that sends your head spinning. As I prep my drag car for the upcoming race season and peruse ebay for miscellaneous race parts, I notice something for sale that I hadn’t seen before. It’s an original vintage Big Wheel from 1969! They’re asking \$2500.00 and its brand new in the box, never been opened. Hmmm, should I get that new Supercharger or.....?



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FORD V-8



3 Speed Manual. All Steel. Running, driving, registered. Not the original motor. Added hydraulic brakes for safety. Rumble seat car. Same owner for 30 years. A great example. For more info: Dustin@connectedmediagroup.com

Asking: \$60,000

2017

HARLEY TRI GLIDE ULTRA TRIKE



One owner. Ridden only a few times. Collector owned. Injury forces sale. Almost \$60k invested. All options. Best of everything. Registered and ready to go! Showroom condition. For more info: Dustin@connectedmediagroup.com

Asking: \$75,000

1964 1/2

FORD MUSTANG CONV.



K-code 289 with Paxton Supercharger installed by Paxton for a Magazine Story. No power-steering, power brakes or power windows. This car is running, registered and is a show car. Same owner for over over 20 years. For more info: Dustin@connectedmediagroup.com

Asking: \$23,500

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F-250



4x4, 460 Big Block, custom stereo, Alarm, sun roof, Line-X bed, Cam, Heddors, Borla Exhuast. Registered and ready to go! For more info: Dustin@connectedmediagroup.com

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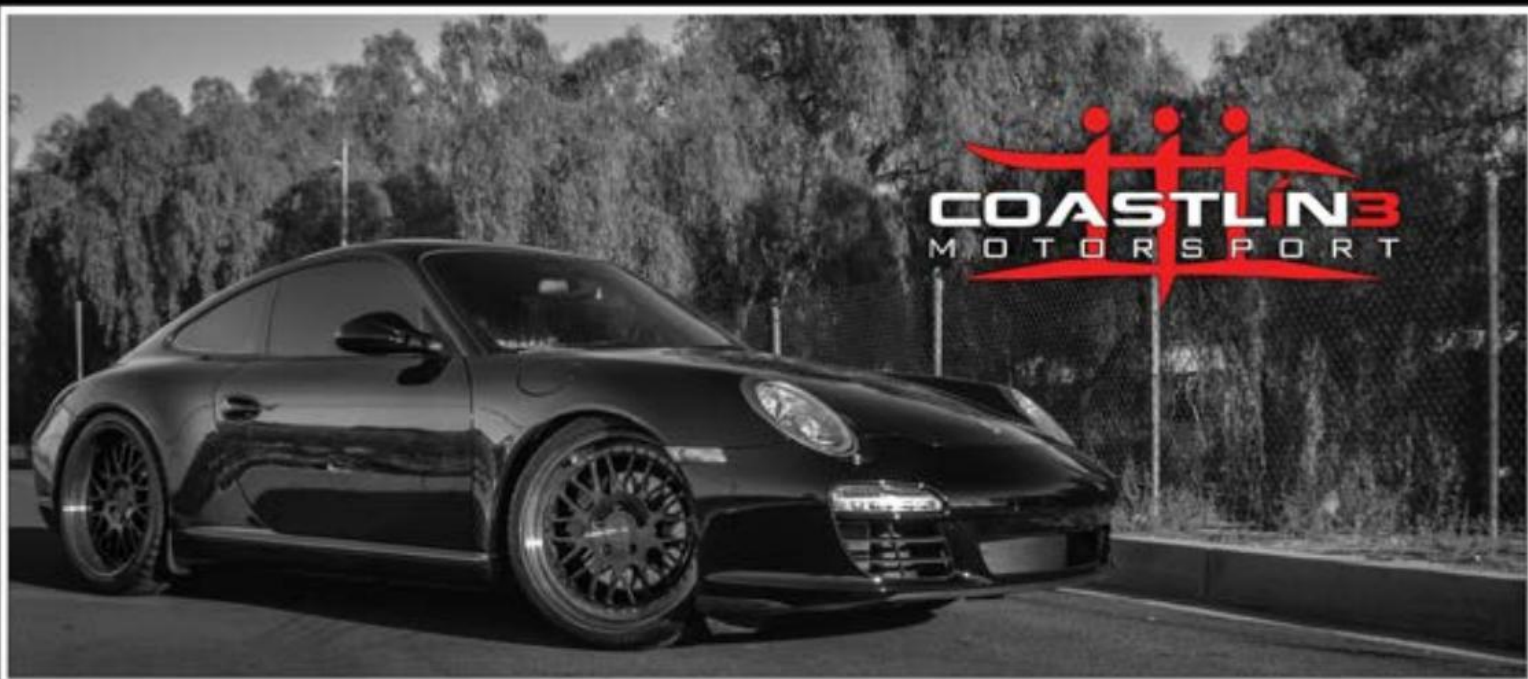
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