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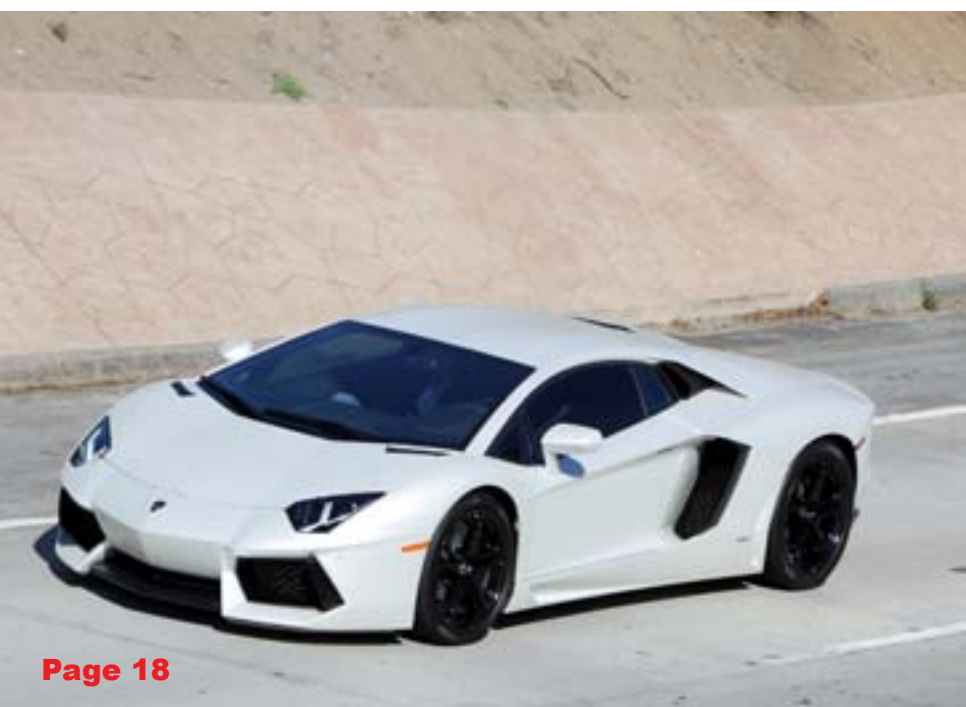
# Contents



Page 6



Page 24



Page 18

## DRIVENWORLD MAGAZINE

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|                 |  |
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On the Cover:

"Aventador"

Photo: Greg Grudt

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## Rust

# from the editor

Rust. I hate rust. Rust is a reminder that if you do not use it, you will lose it. If you do not care for it, it will go away. Slowly permeating every metal surface, it can take the strongest of metals and reduce them to nothing. What was once a work of art, a mechanical masterpiece, will be worth nothing over time—not even scrap.

If any of you have ever restored a car or bought an old car, often the first question is, “How is the rust?” It is a question nobody wants to answer and, the truth is, there is almost always rust. Man, do I hate rust.

Rust. Kind of like the ticking clock of time, always trying to break something down, your life running out. How much time do we really have? How much rust is hidden in that old car?

Rust. Sure it can be eliminated with effort and care. There are many different ways to do it; none of them involve rocket science, just a whole lot of effort. There is “surface rust” that can easily be sanded and treated and you may just be OK. And then there is “blast the car rust.” This means that you have to take a whole car apart piece by piece and then send it out for blasting. After blasting you have to protect the virgin metal or guess what? The rust will be back in short order. There is even “cancer rust.” This means you cut it out and start fresh. It can be a very big ordeal, cutting off and welding roofs and quarter panels, etc. Oh, rust.

I am rather experienced with rust. Rust can actually get into your lungs and start...well, breaking down your lungs. It is like a parasite that will grab hold and infect everything it can. A very small amount of rust just grows and grows and grows until it is a really big problem.

I have once again entered into a relationship with rust and, right now, rust is winning. Rust has me in its grips and I am very frustrated. I am suffering from the “blast the car” rust syndrome. And that is exactly what I am going to do. Blast the entire car. Take it all apart and finally do it right.

They say that things happen for a reason and

I sometimes try to figure out if there is a “lesson” to be learned from a particular situation or experience. There always is. My situation is not uncommon so what is the lesson to be learned? One of the things that popped into my head was simple: if you care about it, take care of it. My car is a metaphor for my relationships. All of the successes that I have ever had in my life are because of my relationships—the new ones I have cultivated and the ones I have maintained for years.

Recently, I had a childhood friend—my best childhood friend—stay at our house with his wife when they were in town for a funeral. When he called to see if it was OK to stay at the house, we both knew it would be. Our relationship over the years has always “been” there but we rarely see each other. I can tell you that he and I are like brothers and always will be but, as you grow up, time becomes short and, well, relationships become a little “rusty.”

Rust. So, Rick and his wife stayed at the house. It was time long overdue. Our wives got to bond; we had a few dinners and the funeral. Spending time with someone who I have spent countless hours with over my life, someone who has left an impression on me, plus a sad event brought us closer together.

Back to the rust. So I started thinking that the re-introduction of rust on my Camaro had a purpose. A purpose bigger than the car. There are many relationships I have and, well, perhaps they are getting a little rusty. I can make every excuse about being busy and tired but, frankly, who isn't? And, who likes excuses?

The rust in my Camaro... As I type this I am certain of how unimportant the car really is but the lesson is for me to realize that certain relationships in my life are getting rusty. Yes, that is it. I don't see my parents enough and they are so close. I haven't seen Rich's babies in ages. Oh, the guilt I feel. Heather and I need a vacation and we haven't taken a honeymoon. As the rust eats away at my car or my relationships, I have to do something about it or I will have nothing. It will all vanish and then what will I have? A memory, a lost friend, nothing.

I am more certain than ever and the message is loud and clear: focus on my relationships. Louis, who owned Village Coffee Roaster, moved out of state. There is already rust; I miss him and his wife. My wife's family lives in Oregon; I miss them. Riding bikes with the boys and surfing with Kelly, I miss it all. The drives I used to set up with Jon and the Ferrari crew, I miss them. Rust.

The other day I was at the Lamborghini North Los Angeles Dealership in the Topanga Mall. As I was talking to the General Manager, one of my dearest friends, Rich, walked in. Yes, the Rich I did the story on. Rich with the twins. I could read his eyes; I knew what he felt without saying it and I felt the shame. He has two beautiful babies and I haven't seen them in ages. It is hurting his heart and mine. There is rust. It makes me sad to write this.

Alan Palmer of Palmer's Customs came to the house to look at a '67 Chevelle I picked up. He knew my Camaro was back home. I really didn't want to think about the car due to the...rust. But he asked to see it and told me what I already knew, “Take care of the rust. The car is rotting.” He suggested I focus on what needed the attention because if I didn't I would own a worthless Camaro. Alan is right and I am now refocused on that car, to save it and to eliminate the rust.

So, just like Alan Palmer told me to get rid of the rust, I see the lesson that life has handed me. I need to get rid of the rust and focus on what is important. I am tired of the rust that is eating away at me and my relationships. Relationships are what are important.

A relationship can be like a rusty car... if you let it go, it will be worthless so take a few moments, plan properly, focus on what is important, and cut out the rust. Just like the rust that is always eating away at my Camaro, the sands of time are always slipping away. Make the most of your time and focus on what really matters in life—relationships.

Dustin

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## **The 4th Annual Greystone Concours d'Elegance in Beverly Hills, May 5, 2013**

*An event not to be missed!*

by Jeffrey Brynan  
Photos: Frank Filipponio

The Greystone Mansion Concours d'Elegance is held annually on the first Sunday of May and is coming up this year on May 5. It is an all-marque concours for vintage and classic automobiles manufactured prior to 1975 and includes a full field of motorcycles for the viewing enjoyment of those in attendance.

The vehicles presented at the concours are among the finest vintage and classic cars in existence, including entries from world-class, private collections and museums. This year, in addition to presenting classes for Ferrari, Porsche, Mercedes-Benz, the event will present a class honoring the 60th anniversary of the Corvette, numerous groups of Pre- and Post-War American, European, and British cars, and era-specific vehicles acknowledging the 100th anniversary of the City of Beverly Hills.

The concours is one of the very few held in the United States to be endorsed by the Fédération Internationale des Véhicules Anciens (FIVA), which promotes and guides the interests of the historic vehicle movement throughout the world. At present FIVA boasts over 85 member organizations in more than 62 countries, which in turn represent more than 1,500,000 historic vehicle enthusiasts, and is concerned with the preservation of historic vehicles as an important part of the world's industrial heritage. The concours is also endorsed by the Historic Vehicle Association (HVA), which represents more than 350,000 members, making it the world's largest collector car-related organization devoted to the celebration and protection of motoring history and heritage.





This year promises some new elements including a fashion show and presentation of the annual Lee Iacocca Award for dedication to excellence in perpetuating an American automotive tradition. Founding Sponsors of the Greystone Mansion Concours d'Elegance include Gooding & Company and the world famous Petersen Automotive Museum.

The goal of the event is to raise funds for the non-profit Friends of Greystone to support their ongoing efforts to restore and preserve the Greystone Estate, former home of the Doheny family located off of Sunset Boulevard and Doheny Drive in Beverly Hills.

Construction of the palatial manor began in 1927. The estate took three years and over \$3,000,000 to complete, an almost unimaginable sum at the time. Greystone Mansion was designed by the renowned Southern California architect Gordon B. Kaufmann and was constructed by the P. J. Walker Company. The landscape architect was Paul G. Thiene, who used a potpourri of Gothic and Neoclassical architectural styles. The Greystone name came from the brooding appearance of the property and the dark gray limestone that forms the mansion's facade. After a significant portion of the Greystone grounds were







## Greystone Concours d'Elegance Continued



sold to create Trousdale Estates, the remainder of the property was purchased by the City of Beverly Hills in 1965 to serve as a limited-use park and location for a 19 million gallon water reservoir, which sits underground at the top of the estate's hillside location. In 1976 Greystone was added to the National Register of Historic Places.

In recent years, the mansion and grounds have provided the backdrop for countless movies and TV shows including X-Men, Spider-Man, Dark Shadows, Gilmore Girls, Ritchie Rich, The Body Guard, Ghostbusters II, There Will Be Blood, Garfield, MacGyver, The Muppets, The Witches of Eastwick, Hush Hush Sweet Charlotte, The Big Lebowski, Batman and Robin, Stripes, and The Social Network. It also serves as a venue for various City of Beverly Hills and private events—the

Greystone Mansion Concours d'Elegance itself is one of the very few opportunities for the public to access the entire grounds and the mansion's interior.

The estate provides a unique backdrop for the concours with a setting to be enjoyed by automobile and motorcycle aficionados, as well as those with an interest in architecture, history, and the culture of early Southern California experienced by the founding families who first settled the area and carved out the Los Angeles basin and surrounding communities.

Tickets to the Greystone Mansion Concours d'Elegance are available at [www.greystoneconcours.org](http://www.greystoneconcours.org). Applications to exhibit automobiles and motorcycles or to be a vendor or sponsor of the event are also presented at the same website.

Tickets provide admission to the concours along with the following at no extra charge: unlimited gourmet food, beverages, and adult libations; an event program and poster; access to the estate grounds and mansion's interior; the event's marketplace presenting automobilia, books, jewelry, clothing, and much more; the speaker's series; and, 2-for-1 admission to the world famous Petersen Automotive Museum. Free parking is located within approximately one minute of the Greystone site and a shuttle is provided. So that attendees can fully enjoy the venue and event, ticket sales are strictly limited to 3,000.

The Greystone Mansion Concours d'Elegance receives international acclaim and is widely considered to be a "must attend" event on the annual concours circuit.





# GREYSTONE MANSION

Concours d'Elegance

Sunday, May 5, 2013



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# Enegren Brewing Company

by Danah Palmer

Enegren Brewing Company started as a “backyard brewery” with two Moorpark brothers and their best friend at Loyola Marymount University but has turned out some amazingly good beer.

The owners, Chris and Matt Enegren and Joe Nascenzi, have “day jobs”; Chris is an engineer by trade, Matt is an accountant, and Joe is a project manager at an internet company. However, nights and weekends are spent doing what they love—brewing beer. “The one thing we found in common was brewing and drinking beer,” said Chris Enegren, who admits that the art of brewing beer is truly what brought him and his brother together.

The Enegren Brewing Company is well known for their logo, which looks like an old-world crest. It was designed by Chris and depicts two lions holding beers and high-fiving. They are also known for their uniforms, which are similar to a mechanic’s jumpsuit accented with patches of the American flag and the City of Moorpark, and a red belt. “I bought the jumpsuits for Christmas in 2007 and they became our walking billboard,” said Chris. “And they are comfortable.”

They began brewing for friends and family and once they started winning contests they decided to take their hobby to the next level. The Enegren Brewing Company is a custom brewery—an amazing combination of old-world technique and new-world technology—designed by Chris and built by Premier Stainless in San Diego. Tours are available upon request.

The brewery opened its doors July 31, 2011 and they have continued to grow ever since. They started by making an Indian Pale Ale (IPA) and an Altbier, which is German old-style ale similar to a bock or amber ale. The Altbier continues to be one their most popular beers. “We brew what we like. We try to pick beers with cool styles and good names,” said Chris. “We learned a lot by making mistakes. We also try to brew beer that is good with the season.” They have added two seasonal beers, Red Saison with chili peppers and Daniel Irons Oatmeal Stout. The next beer to be released is an English Session.

All of their beers have a depth of flavor and are incredibly smooth. They are very easy to drink, whether you are a novice beer drinker or an aficionado. The beers are robust and original.

Recently, they have been pairing food and beer and have hosted several dinners throughout the area, including events at Larsen’s Steak House and the Four Seasons. The next event is on March 16, 2013 in conjunction with Custom Melt, a gourmet grilled cheese restaurant in Moorpark. Custom Melt will come to the brewery to celebrate St. Patrick’s Day with Irish Stout and corned beef and



cabbage melts. More special events are planned for every new beer release.

The Enegren Brewing Company is located in Moorpark at 680 Flinn Avenue, #31. Their hours and other information can be found at: [www.enegrenbrewing.com](http://www.enegrenbrewing.com). Their beers can be found at several local establishments, including: The Dugout and Lemmo’s Grill, Wades Wines, The LAB Brewery, The Old Place, Larsen’s Steak House, TOI Tapas Bar and Lounge, BJ’s, and Four Seasons Westlake.



# Golf Tips with Tommy

By Tommy Mansuwan

With the increasing number of golfing tourists going to Thailand, I thought I would touch on a favorite golf destination of mine in the Land of Smiles, Hua Hin. For anyone who has been there, you already know what the town has to offer. For everyone else, please consider making a stop at this seaside town if you are ever in Thailand.

Located roughly two to three hours southwest of Bangkok, the resort city of Hua Hin sits on the Gulf of Thailand. This location brings cooler breezes and lower temperatures in an otherwise humid country.

Tourists may be familiar with the city of Pattaya but Hua Hin has many of the same offerings in a much quieter and tamer environment (i.e. family-friendly). Selections of world-class golf courses that are open to the public have made this town a haven for Scandinavians during the winter. Here are a few of the courses to keep in mind for your next golfing trip to Thailand:

## Black Mountain Golf Club

I consider this to be one of the premier golf facilities in Thailand and definitely the best in Hua Hin. This complex has a little bit for everyone in the family. In addition to the challenging 18-hole championship course, you can also have a friendly game on their beautiful 9-hole par-3 course—one of the best-maintained par-3 courses ever. If you are looking for something to keep the kids busy, they also have miniature golf next to the clubhouse. Beside all the golf-related activities on site, they also have a water park and wakeboard area for those who prefer to stay cool in the water. Regardless, this is a place where the whole family can spend a day.  
<http://www.blackmountainhuahin.com/>

## The Banyan Golf Club

According to their website, the course was in the “Top 1000 in the World by Rolex” for the past two years. From the modern-style clubhouse to the traditional Thai hospitality, you will know that you have arrived in a special place. Their 18-hole course gives you a mix of challenges with changes in elevation, length, and wind. The signature hole is the 15th par-3 which measures about 140 yards downhill and will test your club selection with the wind. What makes this hole really special, however, is the view of the Gulf of Thailand right above the tree line. You’ll have a lot to take in on this trip.  
<http://www.banyanthailand.com/golf>

## Springfield Royal Country Club

This is a 27-hole Jack Nicklaus-designed golfing paradise in Thailand. What else can be said? Home to the Asian PGA Tour’s Qualifying School for the past few years, this course will give you a challenge. The ultimate test is the last hole, which is a reachable par-5, and will test your nerves with an island green if you decide to challenge it. Many rounds have been ruined by this hole. As with any Nicklaus-designed course, you’ll be required to hit some good golf shots to keep you on the right path. The three nines each have a different feel but none are a “walk in the park”. There is a reason why the Asian Tour tests the pros on this course.  
<http://www.springfieldresort.com/golf/index.html>



# Supercar Sunday 2013

Story by Dustin Troyan  
Photos by Greg Grudt

Supercar Sunday continues to be absolutely incredible—from Aston Martin and Viper bringing out their latest flagships to the US Army sharing an incredible military machine—the show continues to grow. Let's keep it going and make this the best year yet!

One of the things that makes me proud about Supercar Sunday is the diversity. I do not know of any other weekly car show where you have just about every kind of vehicle showing up—from multi-million-dollar cars to cars that barely run—it is simply wonderful. It is also fantastic to see celebrities like Jay Leno and Jeff Dunham sharing their vehicles and walking around like any other car guys.

As we head into the busy car show season, I would be remiss if I did not remind everyone about etiquette at Supercar Sunday. Yes, I am a big believer in freedom, but there are just certain things you cannot do at Supercar Sunday—or at most other car shows. For those of you who have been living the lifestyle for years, you know that car shows come and go but we have been doing Supercar Sunday for over twelve years. It is truly amazing and you probably love the show as much as I do. So, let's lead by example and respect a few simple rules.

Something most people don't consider is noise and how noise travels. A loud car or stereo can travel hundreds of yards. Regardless of how slow you are driving, if your vehicle is loud there is a perception that you are driving a lot faster. For most people, perception is reality so they think your loud car is traveling at 500 mph even though it is not. Noise often ends car shows! No revving, no stereos, keep noise to a minimum, keep the neighbors happy, and we will have a lasting show.

I know your car is special but so are the other guys' cars. When you come to Supercar Sunday, please try to appreciate all of your brothers-in-cars. Understand that his car may not be worth the same as yours from a monetary perspective, but it is still his baby and deserves respect. I find that respect goes a long way and can open many doors. Please treat each other with respect and do not touch cars so the show will last.

For those of you who peel out or race out of a show, I guarantee that nobody in the parking lot is thinking about how cool your car sounds. Most of us are shaking our heads and assuming that you are not-so-well endowed. And we don't understand why you would risk ruining an event that we all enjoy so much. Further, I suspect that when you pulled the car out of your garage at 6:00 in the morning you quietly limped it down the street in order to not wake your neighbors; you should apply the same approach to Supercar Sunday and our neighbors. Also, fast guys go to the track. The reality is that you are showing your hand and it just doesn't reflect well on anyone. Observe all rules of the road when you come and go from Supercar Sunday and, above all, don't speed.

Park in one spot only. If you don't it throws off the entire row and most parking lots mandate that cars are parked in one spot only. If you are not comfortable parking your car in one spot, then perhaps you should not bring it. While we are on the topic of spots, please do not save spots. Most shows are first come, first serve. If your friend wanted to park next to you, well, he should have gotten up early like the rest of us. Also, creating your own spot or parking in a fire zone is not cool, nor is parking in a handicapped space unless you have the proper documentation.

Most people at Supercar Sunday will understand but some of you will think I am a buzz kill. As the person who has put on a weekly car show for over twelve years, organizes the annual Motor4toys event for ten years, and arranges a ton of other charity events throughout the year, I can assure you I am no buzz kill. I am somebody who has worked very hard for something I love and believe in. Just as I appreciate every single person who comes to my events, I hope that you can appreciate the effort it takes to put on a weekly event like Supercar Sunday or Cars and Coffee.

Thank you to the car community for so many amazing years of fun! From Supercar Sunday to the charity events to the drives and other events, there is no better community than ours. So let's lead by example and continue to grow, continue the fun, and share the passion. Here's to an amazing year of Supercar Sundays together!



## Supercar Sunday 2013 Marque Schedule

**March 3rd - Lamborghini Day**

**April 7th - Porsche Day**

**May 5th - British Cars Day**

**June 2nd - Ferrari Day**

**July 7th - Hot Rod Day**

**August 4th - Pro-Touring/Pre-1973**

**Muscle Car Day**

**Sept 1st - Corvette Day**

**October 6th - Ferrari vs. Lamborghini Day**

**November 3rd - European GT Style Icons**

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***www.drivenworld.com for examples.***

**On December 8th there will not be a marque day as it will be the 10th Annual Motor4toys Charity Car Show and Toy Drive**

**For more information please see:**

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# Supercar Sunday 2013

Photos by Greg Grudt

## *The variety of Supercar Sunday...*

*Driven World* is the official magazine of Supercar Sunday. The world famous Supercar Sunday is held every Sunday from 7:00am to 10:00am in the north-west parking lot of the Westfield Promenade located at 6100 Topanga Canyon Boulevard, Woodland Hills, California 91367. It is a weekly gathering spot for the car community and showcases the great variety of vehicles that Southern California has to offer. The first Supercar Sunday of each month is a scheduled Marque Day during which all cars are welcome but one single type of car is highlighted. Supercar Sunday is organized every week by Dustin Troyan with support from the Presenting Sponsor, the Auto Gallery. There is absolutely no charge to attend. The official online forums and schedule of marque days for Supercar Sunday can be found at [www.drivenworld.com](http://www.drivenworld.com).



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# More Aston Martin Vanquishes at Supercar Sunday

Story and Photos by Greg Grudt

You may have seen in last month's issue of DrivenWorld that a light blue Aston Martin Vanquish visited Supercar Sunday. Only one week later, not one but two brand new Aston Martin Vanquishes visited Supercar Sunday! The car is not available to the public yet and I have already seen four of them.

The cars were parked nose to nose in the parking lot when I arrived. They were sure getting a lot of attention—leaving Ferrari 458 Italias and Lamborghini Gallardos extremely lonely. I love the particular color schemes on the two vehicles that Aston Martin brought. The gold Vanquish is a classy example and the dark brown looks so aggressive and fast. I can't wait to see more of these on the streets of Los Angeles and, of course, in the Supercar Sunday parking lot.

Thanks again to Aston Martin North America for bringing these beauties out to Supercar Sunday for all of us car enthusiasts to enjoy! Please visit my website for more photos: [www.exoticcarfotos.com](http://www.exoticcarfotos.com) and "Like" my Facebook fan page (ExoticCarFotos).



## Arizona Auctions Bring in over \$220 Million

By Jay Parille

"Holy cow Batman! What are we going to drive now that George Barris sold the Batmobile?" said Robin to Batman. "Not to worry my young, caped crusader," replied Batman. "With the \$4.2 million he received for the car, he will be able to build us another one and have money left over to remodel the Batcave!"

That's right Bat lovers, the original 1966 TV series Batmobile sold for \$4.2 million at the Barrett-Jackson Collector Car Auction in Scottsdale, Arizona this past January. Barris was reportedly holding out for \$2.2 million. Boy, was he surprised! Everybody at the auction must have been surprised. The winning bidder, when asked what his plans were for the car, said, "I am going to park it in my living room and look at it!"

Barrett-Jackson showed an increase of 17% over last year's results in Scottsdale. Gross sales were over \$108 million. Barrett-Jackson also sold the largest number of Shelybs—40 in all—from a 1965 Shelby GT 350 originally owned by Ford to a 2012 Shelby Super Snake GT 500.

All week records were broken. Top honors for the week went to the Gooding & Company Fashion Square Auction where a 1958 Ferrari 250 GT LWB (Long Wheel Base) California Spider sold for \$8.25 million. The previous record holder was a 1966 Shelby Cobra Super Snake that sold for \$5.5 million by Barrett-Jackson in 2007.

Other notable sales include RM Auctions, based out of the Arizona Biltmore, which saw a 1960 Ferrari 250 GT SWB (Short Wheel Base) Competizione Coupe cross the auction block for \$912,500; a similar Ferrari brought less than \$800,000 just last year. For \$885,000 you could have purchased a 1967 365 GTC Special Coupe. It was a world record for this car. Gooding & Company sold a 1966 330 GTC Coupe for \$737,000; last year, Russo and Steele set a record for selling this same car for a little over \$400,000.

Two 1970 Camaro Z28s sold at Barrett-Jackson. The unusual aspect of the sales was the conditions of the cars. The first car was restored to factory condition—original 350ci engine, 4-speed M21 transmission, 4-wheel disc, etc.—and it sold for \$49,000. The second car was restored—4-speed M21 transmission, 4-wheel disc, a Chevrolet crate motor replacing the original block—and it sold for \$10,000 more! What happened to originality? In the past a car with a replacement block wouldn't be as valuable but there is a trend starting in the collector car market that originality doesn't seem to matter. In fact, a 1967 Corvette restomod sold for over \$240,000!

Russo and Steele had an eventful weekend. The three-day affair brought in \$17.4 million with a 68% sell through rate. A 1957 Mercedes-Benz 300 SL brought in \$727,000. This was Russo and Steele's top earner. Muscle cars fared well, too. A 1969 Camaro ZL1 Coupe found a new home for \$605,000, while a 1969 Boss 429 Mustang is residing in a new garage for \$206,000. Some newer cars were holding their value, too. A low-mileage 2006 Ford GT, which originally sold for \$159,000, crossed the block for \$206,000.

At the end of the week over 2,000 cars found new homes. You could keep your money in the bank and receive almost no interest or you could buy a collector car and possibly receive 10% to 15% return on your investment. Before you decide to jump into this arena, make sure you do your homework. The last thing you want to do is buy an old muscle car and find out the original motor has been replaced with a crate motor! But, on the other hand, it may not make too much of a difference...go figure.





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# The Lamborghini Aventador: Driven

Story by Dustin Troyan  
Photos by Greg Grudt



What's in a name? Aventador, which we of course know is Lamborghini's 700-horsepower flagship, was also the name of one of the most famous bulls in the history of Spanish bullfighting. In the world of Lamborghini and in the world of bullfighting, Aventador was bred to charge and be bold in the face of danger.

When I was asked if I wanted to drive the Aventador, I had to think for a moment. Let's see, do I want to experience the finest Lamborghini has to offer? Do I want to go from standing to 60 mph in under three seconds and feel 700 horses pushing all four wheels? It was a tough decision but I figured I could make some time for that.

Lonnie Decker, the General Manager of the Auto Gallery's Lamborghini North Los Angeles, lives and breathes Lamborghini so there would be nobody better for this experience. When I met him at the dealership, he kindly brought me up to speed on the history and future direction of Lamborghini. It was quite an education in a brand that most people are not so familiar with. Lamborghini is a brand that is continuing to grow, capturing a much larger segment, and delivering a more refined product to their clients. This is not the Lamborghini of years past.

Walking up to the Aventador, you immediately understand that this car has a presence. Is it big, yes. Is it aggressive, yes. The angles and curves draw you in, yes. Is it fast, yes. Wait, it hasn't been started yet! When it is

just parked the Aventador looks like it is going 200 mph. Even with the big V12 engine sitting quietly, you know this bull is ready to charge out of the gates. There is only one question: are you ready for it?

I have driven a lot of cars over the years and when I sit in a cockpit of any vehicle for the first time I do the usual scan. Where are all the buttons? Is anything different? But sitting in the Aventador for the first time I felt like I was in an F-16 fighter jet. I had to admit to Lonnie that I needed a lesson on the cockpit. Perhaps I was a little intimidated; perhaps the interior design was so aggressive

and so purposeful that I was overwhelmed. Naturally, Lonnie went over all of the controls. Then, informed and calmed, it was time for me to kick the bull.

Oh, the Aventador. Surprisingly, the car is very easy to drive. I almost forgot that I was in a vehicle that passes the 200 mph mark. For such a wild animal, the Aventador was extremely refined. Carrying on a conversation (or using Bluetooth, I imagine) while in the Aventador was not dissimilar to doing so in any luxury vehicle. Could it be a daily driver?

Our plan was to head to a photo shoot and then take the canyons back to the dealership. A little street/freeway driving and then the fun stuff. On our way to the photo shoot, you should have seen the camera phones come out, the finger pointing, and excited expressions from other drivers. The general public became paparazzi. This car gets a lot of attention. The Aventador's presence might be second to none of all the late model exotics. To say that we stopped traffic at every interchange or that freeway lanes just opened up for us would be no exaggeration. The car was the star and we must have been A-list celebrities—I could get used to this!

After the photo shoot, we made our way back onto the freeway. The acceleration of the Aventador is an experience in G-force. Lonnie said that when the car was in Corsa mode (Race mode) the shifting was "violent." I thought he was being a little soft on me but when I ac-

celerated in Corsa mode, the shifting was like getting hit with a baseball bat—vicious, aggressive, mean. It felt like whiplash with each shift but it was awesome.

When driving a supercar it is very easy to get in over your head. With 700 horsepower on tap and all wheel drive, you find yourself effortlessly going fast. The Aventador is so capable, it was just begging for the gas. But I will admit that I never want to overdrive a car. I don't want to be the guy who ran out of talent, especially in somebody else's vehicle. If I ran out of talent in the Aventador it would make global news and I really didn't want to be that guy.

Turn after turn, the Aventador gripped. The big V12 offered up 509 foot-pounds of torque to the wheels. If you come out of a turn, hammer down, and put your arms out the window, I am sure you would take off. The 255/35/R19 for front wheels and tires and the enormous 335/30R20 wheels and tires for the rear keep the car really, really connected. The F1-inspired pushrod suspension synergizes with the double wishbone suspension so perfectly that in any turn, you are either totally comfortable or, in the complete opposite extreme, pushing your equilibrium further than it has ever gone.

The acceleration of the Aventador was like nothing I have ever experienced. Oh, my God, Launch Control. Words cannot not describe it but let me just say that if you aren't ready for it, you could get in some serious trouble. I just figured we would go fast, real fast. I put both pedals down, pressed the secret buttons, and I could feel the rage of the bull. The car was contorting, screaming, aggressively pushing forward, and turning the earth under me. When I let go of the brake pedal I swear





## THE ACCELERATION OF THE AVENTADOR WAS LIKE NOTHING I HAVE EVER EXPERIENCED.....

my brain rolled back in my head. My equilibrium was gone; I didn't know if I was going forward, backward, up, or down. It was a sensation previously unknown to me. I took my foot off the gas and hit the brake. Lonnie laughed because he knew that was going to happen. The second time around I was ready for it and all I can say is that you have either experienced the Aventador's Launch Control or you haven't. Putting all that power down to all four tires shoots you forward so fast; the power delivery is so linear, so complete. There is almost no way to describe the acceleration. It is poetry in a most violent form and I loved it.

Driving the Aventador is like stepping into the future of the hyper-exotics. The form, fit and finish are taken to the next degree. Everything is exaggerated yet highly functional. It is a true dichotomy of refined luxury and extreme performance—a vehicle that will brutally hit 217 miles per hour yet could be driven daily, a vehicle in which you could comfortably take a conference call in traffic but could also best many track records. The Aventador is a screaming mistress going to the symphony.

Should you buy it? Hell, yes! If you have the means, rush out and buy the car today! You will thank me. I would not hesitate for a moment if I had the funds. There are exotics and then there is the Aventador. You have to drive it to understand. Lamborghini has captured the drivability lacking in past years and somehow convinced the devil to possess their creation.



I would like to thank Lonnie Decker and the Auto Gallery for one of the finest driving experiences I have ever had. If you have any questions or if you are shopping for

an exotic car, feel free to contact Lonnie Decker at Lamborghini North Los Angeles: 888-654-5316, [www.lamborhininorthlosangeles.com](http://www.lamborhininorthlosangeles.com)

## LAUNCH CONTROL.....!!!





# The Mulholland Quattro Cruise

What started as a few friends gathering at Supercar Sunday and cruising the nearby canyons has evolved into a monthly gathering of Audi enthusiasts.



Story and photos by Marcel Velázquez

On Sunday, January 27, the threat of rain had me wondering how many people would actually come out. As I drove down the 101 freeway heading towards the Supercar Sunday, my windshield was hit with a light sprinkle of rain. At 6:00 a.m., I pulled into the dark and empty parking lot; the only person there was Dustin Troyan, the man behind Supercar Sunday. At 7:00 a.m., the first of a steady stream of Audis from across Southern California began filling the two front rows of the parking lot that are usually reserved on the first Sunday of every month for the featured marque. By 8:30 a.m., 32 Audis had gathered for the Meet/Greet/Show portion of our day. At 10:00 a.m., we moved to a less crowded area on the other side of the parking lot where 22 Audis lined up to go on a cruise through the hills and canyons of Malibu, Calabasas, and Agoura Hills. We decided to split into two groups in order to more safely move the groups through the circuitous canyon route we had planned and to make it easier to stay together.

Blues skies were filled with grey and white clouds and a brisk breeze kept intercoolers and turbos happy as our Audis climbed and descended from ridge line to canyon floor and back again for approximately 65 miles. From tight technical twists of Mulholland Highway's infamous "Snake" section to the sweeping vistas of Malibu and the Pacific Ocean from several other amazing canyon roads that are better left unnamed, we had a blast cruising.

Because of a change in our afternoon lunch plans, I threw out an idea. While driving down Cornell Road a few days prior, I had seen remnants of the old Paramount Racetrack and thought it could be a possible lunch destination. It seemed to be a popular choice so a number of people grabbed lunch to go from one of the number of restaurants around Kanan Road and the 101 Highway. We continued our drive to Paramount Ranch to eat lunch and explore. When we arrived, the skies opened up and we decided that thought we would have to wait for another day to explore the old track. But just as we were leaving, the rain stopped as suddenly as it had started so some of us decided to stay and explore. We had a great time walking the remnants of the old track while discussing what it must have been like to drive when it was active in 1956-57. It was considered one of the most technical tracks in the country at the time with the only figure-eight underpass west of the Mississippi. Unfortunately, Paramount Racetrack was only active for 18 months before being shutdown due to several fatalities as well as competition from new Southern California racetracks, like Willow Springs. Paramount's "Old West" town movie set had a few buildings open, which was a nice surprise for some additional exploring. Due to popular demand, this will definitely be a destination for a future cruise.

Overall, it was another fun Sunday spent with fellow enthusiasts. New friends. Old friends. Good times!







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# The Supercar Sunday Project Camaro: THE REBOOT

*Alan Palmer of Palmer's Customs is taking over!*

Story by Dustin Troyan

The Supercar Sunday Project Camaro is once again moving forward. After a headache or two I have located a shop that will "reboot" the project.

Alan Palmer of Palmer's Customs in Camarillo will be taking over. Alan is known for many world-class builds and is recognized in the industry as one of the finest customizers and innovators. He has earned a number of coveted awards, including the 2011 SEMA GM Design Award for Best Chevrolet Sports Car and the 2012 Del Mar Goodguys Muscle Machine of the Year Finalist for his complete in-house build of a 1959 Corvette "ZR59."

Where did we leave off with the project? I had brought the car home a while ago and it was disheartening. I was frustrated over the project and was not sure how to proceed. I just wanted to cover it and forget about it for a while. Truthfully, I was gutted by the condition it was in.

How did Alan Palmer get involved? With the Camaro out of commission, I missed the roar of a muscle car. I happened upon a 1967 Chevelle project that was missing a motor and I just so happened to have a big block that would slide right in. (I don't need another project but sometimes you just have to go for it.) I racked my brain for where to go for paint and body work for the Chevelle. I remembered that Alan Palmer had been coming to Supercar Sunday. His builds were amazing and I decided to find out if he could give me an estimate on the Chevelle. When Alan was at the house he asked me about the Camaro. I told him I didn't want to think about it but he pressed me so I took him to the side yard where the car was covered. As I pulled

the cover off, he knew why I was gutted by the project. The Camaro, taken down to the metal and left unprotected, had been taken over by rust. Alan suggested I focus on the Camaro because, as he put it, the car was "rotting." Alan made me reconsider my plans and he was right.

So where are we now with the project? The plan is simple: go back to the start. The car is to be totally disassembled and blasted. All of the rust will be removed and we will see what we are working with. Alan will primer the car to protect the metal and we will then have a discussion about what direction we are going.

For those of you who have followed the Supercar Sunday Project Camaro, you know that the car was running a year ago. When Brian Zacuto of Supercharger Connection ([superchargerconnection.com](http://superchargerconnection.com)) and I pulled the motor and transmission out, we decided to add some horsepower. The 2006 GM LQ9 fuel-injected motor already had a Magnuson Supercharger sitting on top but Brian thought we needed a more aggressive cam and the heads done. Naturally, we reached out to Richard at West Coast Racing Cylinder Heads ([proheads.com](http://proheads.com)) for a custom head work. Richard is known to be the best and people the world over ship their cylinder heads to him. The heads are back and ready to install. For the more aggressive camshaft, Brian called Lingenfelter Performance Engineering ([lingenfelter.com](http://lingenfelter.com)) and a GT9 camshaft was sent over. Our goal is to have 700 horsepower at the crank. More on the engine and heads next month.

The pictures to the left are of the Camaro in its sad state. Samples of Alan Palmer's work are on the right. As you read this, the Supercar Sunday Project Camaro will be in the hands of Alan and will start to look much different. This is going to get exciting!

To follow the build online, please visit: [www.drivenworld.com](http://www.drivenworld.com) and click on forums.





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# Enzo Ferrari's Birthday Celebration

Story and Photography by Greg Grudt



On Saturday, February 16, 2013 my dad and I drove to the Petersen Automotive Museum for the Ferrari Cruise-In to celebrate Enzo Ferrari's birthday, which was on February 18th. I could not have asked for a better day. It was sunny and just over 80 degrees—not bad for a winter morning in February. The event was presented by the Ferrari Club of America and took place on the rooftop of the Petersen parking structure. It was open to all Ferrari owners, however a Lamborghini Aventador, a Fiat Abarth, and an old Maserati snuck in to the event, too.

There was a wide array of Ferraris present but

not one of the four Ferrari supercars (288 GTO, F40, F50 and Enzo), which was a surprise. Despite this fact, the event was amazing. My favorite car was the maroon (Rubino Micalizzato) 2005 Ferrari 575M Superamerica. This amazing V12 Ferrari produces 540 horsepower. World-wide production was limited to 559 cars back in 2005 and less than 200 Superamericas made it to the United States. The color of this car was the most striking thing to me. Most Superamericas on the road are either red or black. I have never seen one painted Rubino Micalizzato and probably never will again.

Some other notable cars at the event were

a brand new Ferrari 458 Italia Spider, a stunning, light blue Ferrari F430 Scuderia, a very rare red Ferrari 250GT SWB 'Lusso', a rare Ferrari 250 GT Series II, a Ferrari 599 GTO, and seven Ferrari 365 GTB/4 Daytonas! All in all, it was a great event.

For more information about the Petersen Automotive Museum and future events, please visit <http://petersen.org/>. To see more of Greg Grudt's photos from the 2012 Ferrari Cruise-In, please visit [www.exoticcarfotos.com](http://www.exoticcarfotos.com) and "Like" his Facebook Fan page Exotic Car Fotos.

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# Winning Advice About Buying, Selling, and Leasing Vehicles

By Scott Martin

Scott,

*I read in last month's issue of Driven World that you were starting a column about buying and selling vehicles. I am thinking about jumping in and getting a new car. Some of my friends swear that they will only lease and others tell me leasing is a really bad financial choice. Can you give me the low down on buying compared to leasing?*

*Thanks,  
Supercar Sunday Fan*

While "cash is king", not everyone has the luxury of walking into a dealership to pay cash for that new vehicle. In fact, the two most common methods of obtaining a new car or truck are leasing and financing. Both are good options depending upon a buyer's individual needs.

The average term for a finance deal is 60 months. The tax, registration, and license fees are added on and the total is essentially divided by the selected number of months, with the interest rate added in. Buyers will often pay a relatively large down payment to help make the monthly payments more affordable.

A typical lease is 36 months with the tax added in to each monthly payment plus start-up costs consisting of partial tax, license, registration, and the first month's payment. Start-up costs, or "drive-offs" (think down payment if you are financing), are usually kept to a minimum because of the "residual". To visualize the residual, pretend that you are only paying for half of the vehicle (for the term of the lease) and the other half is the residual, which you do not pay unless you buy the car or truck at end of the lease. One reason to lease is that you have more choices at the end. You can either: 1) buy the vehicle for the residual plus the tax on that amount; 2) turn in the vehicle; or 3) lease or finance a new vehicle, usually with incentives available if you are obtaining the same make.

Many customers would rather finance a vehicle because they feel they will "own" it. However, whether you lease or finance, the bank or leasing company still actually owns the car or truck until the end of the contract period.

In the early history of auto leasing, there were "open end" leases where the manufacturer could ask you to pay whatever they wanted when you returned the vehicle. Now, most leases are "closed end" so the amount to be paid at end-of-lease is predetermined as the residual and stated in the contract. Many people underestimate the amount of miles they will drive and may end up owing money at end-of-lease based on 15 to 25 cents per mile over their allowance.

Here are a few other pros and cons to leasing and financing:

## Reasons to Lease

- More choices.
- Average mileage is 12,000 per year, but a lease can still make financial sense if you drive 15,000, 18,000 or even 20,000 miles per year.
- The cost of money is lower because lease rates are normally a lot smaller percentage than finance rates.
- You do not have to pay for the full tax of the vehicle unless you buy it out of the lease.
- Monthly lease payments will usually be substantially less than finance payments.
- Your vehicles will always be under warranty if you continually turn in and lease new vehicles.
- Studies have shown that the majority of consumers would like a new vehicle every 2- to 3 years, which is the usual term of a lease.

## Reasons to Finance

- You drive too many miles per year for a lease to make financial sense.
- Zero or 0.9 percent interest rates may bring the payments down to a more manageable amount.
- You usually keep your vehicles for 6 to 10 years.

When obtaining a new car or truck, it is important to be informed, do your research, read the "fine print," and ask friends for recommendations. But, above all, make sure you know the terms of the lease or finance being offered and find out if there are any rebates or incentives being offered through the manufacturer.

To submit your questions to Scott for a future issue, please email to [autobrokerscott@gmail.com](mailto:autobrokerscott@gmail.com) or enter the forums at [www.drivenworld.com](http://www.drivenworld.com) and click on Scott Martin Auto Advice.

*Scott Martin is a Calabasas resident, automotive journalist, and auto broker. He has financed and leased many vehicles and always expects honesty and great customer service from dealerships. As a sales specialist and manager at Southern California dealerships, he learned to make deals that would benefit both the seller and the buyer. He and his associates at Scott Martin Auto Broker act as go-betweens to help individuals obtain vehicles from dealerships and aim to make the process as simple and inexpensive as possible. Scott Martin Auto Brokers: [autobrokerscott@gmail.com](mailto:autobrokerscott@gmail.com), phone: 818 430-7266, fax: 818 222-4385.*



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# Car Culture



~~~~~ by Dan Niel ~~~~~

## SLOTS! It's not what you're thinking.



I'm talking about slot cars. Small scale models, some capable of speeds over 100 mile per hour, racing eight lanes wide on Nascar style oval tracks. If you have ever dreamed of racing

Nascar, Pro Stock Funny Cars, Top Fuel Dragsters or your favorite American Muscle car then slot car racing might be just for you.

Before I go any further let me tell you a little about the history of slot cars. Originally referred to as rail cars, they were designed as part of a model train layout to provide a greater degree of detail with motorized automobiles. They ran on model train tracks sunk into a trough and speed control was limited. The first commercial slot cars were produced by Lionel (the same company that sells model trains today) in 1912, but production was discontinued after 1915. Over the next forty years many electrically powered cars came and went with nearly all of them guided by raised rails at the wheels, the lane center or the outer edge of the wheels. In 1956 the design was changed. Electric cars were now guided by a slot in the track surface hence the term "slot car" was coined. Racers preferred this design over the obtrusive appearance of the rails and they could now "drift" through the corners thereby achieving greater speeds. By the early 1960's almost all tracks were being switched to slots and by the mid 1960's slot car racing had hit its prime with over 1,000 raceways in the United States alone. By the late 1970's the boom came to an end and interest returned to the more serious racing hobbyist.

Today slot cars are making a mini comeback. Whether you're a casual hobbyist or a hardcore professional there is a race for you. Replica bodies with every last detail give the races a realistic look. Digital technology has made it possible to run multiple cars on the same lane and to make lane changes. Scaled down quarter mile drag strips and 300mph dragsters or Wing cars capable of speeds over 100 miles per hour will amaze you. Take a Saturday afternoon and go to your local slot car raceway, rent a couple of cars and give it a try. It might just get your adrenalin pumping and you'll find a new hobby. Ladies and gentlemen start your engines!





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Ferrari/Maserati 24050 West Ventura Blvd. Calabasas, CA 91302 - Lamborghini 6600 Topanga Canyon Blvd. Canoga Park, CA 91303  
Porsche/Audi 21301 Ventura Blvd. Woodland Hills, CA 91364 - McLaren Beverly Hills 9022 Wilshire Blvd. Beverly Hills, CA 90211  
Santa Monica FIAT 1820 Santa Monica Blvd. Santa Monica, CA 90404

# M-Modidicare\*: A Journey To Perfection

By: Al Corbi

If there is one thing Ferrari has never been accused of, it is following the pack. Since the Scuderia Ferrari was founded by Enzo Ferrari in 1929, history has seen the bright red dream machines at the front of the line more often than any other manufacturer. And while Ferrari dominates the bedroom wall poster wars as well as those on the asphalt, this wasn't always the case.

The Lamborghini Countach made its public debut at the 1971 Geneva International Motor Show. The design of the ultra-low, two-seater sports car took the world by surprise. Its most captivating parts were, of course, the scissor doors, which swing up and forward and immediately drilled Ferrari down to the #2 position in public appeal.

This, coupled with the aging, non-U.S.-legal 512i BB, provided Pininfarina the opportunity to create an extraordinary car for the U.S. market. The Turinese coachbuilder delivered a landmark design—an iconic motorcar with bold engine cooling scoops carved into the bodywork—that remains one of the most recognized supercars of all time. The Testarossa was an instant success with years of backorders and cars selling for three times their already lofty sticker price.

Fast forward to present. A gentleman with a 40-year old dream decided it was time to make good on his fantasy. Masis, a successful businessman in Southern California, purchased his dreamcar: a red 1986 TR, then a black 1987 TR, then a white 1988 TR, then a red 1992 512TR, then a Burgundy 1994 512M, finally settling on a red 1992 512TR—a very interesting journey to perfection.

## What is your favorite car of all time?

Masis: That's a difficult question to answer, because there are so many truly great cars. But for me, to own, I love the Testarossa.

## What makes the Testarossa so special for you?

Masis: It starts with the body-styling then goes on to everything else.

## What caused you to undertake the conversion?

Masis: After having owned five Testarossas, which included all three models, the TR, 512TR and F512 M, I realized that there were things about each that I liked. So the simple solution was to create my ideal supercar by combining the best of all three.

## What is it about your new creation that you like the best?

Masis: I'd definitely have to say the performance. The M engine has slightly more horsepower and torque compared to the 512TR's engine and the M's transmission matches the performance of the engine. The car handles and stops better due to the M suspension and brakes. In addition to the improved performance, I feel that the M's front and rear bumpers, along with the M wheels update and improve the overall look of the car. The aesthetic changes helps the car to stand out amongst 512TRs.

## One of the things that fascinated me about the story of this car's conversion is that you didn't just go out and aftermarket it to death. Can you tell us how you went about the transformation?

Masis: Before I started to make changes to the car, I decided to have the car certified by Ferrari. The certification officially attests to the car's authenticity and provides important documentation concerning the car. Once the car was certified, I had the Auto Gallery install the engine, transmission, suspension, brakes, and interior items. After enjoying the car as such for several months, I decided to add the M front and rear bumpers, rear tail lights, and wheels. I also experimented by adding an M hood and headlights but decided to not leave them installed because they are ugly and occupy too much trunk space.

## So, in addition to looking brand new, way cool, and not quite like any TR out there, this car is Factory Certified.

Masis: Yes, thanks to all of the hard work performed by the Auto Gallery. Certification was very important to me.

## What were its many modifications?

Masis: I started with a very clean 512TR and added a brand new M engine and transmission that came straight from the factory in Maranello. Afterwards, M wheels, suspension, brakes, front and rear bumpers, rear tail lights and interior items (dash and steering wheel) were added to the car.

## How long did the entire process take?

Masis: A couple of years.

## What are your plans for the car now?

Masis: To keep it forever then give it to my son.

## Lucky kid! What was your goal and do you feel you achieved it?

Masis: My goal was to improve upon an already fantastic car. I feel that the M additions transform the car's performance and exterior appearance greatly. I feel that I "created" a very unique car that stands out in TR lineup. Yes, I feel that I achieved my goal.

## Is there anything else you'd like to do to the car?

Masis: Just enjoy it.

\*Modificare: Italian verb meaning to modify.







# March Calendar of Events

## March 1-2 Fri-Sat

Los Angeles-60th Corvette Anniversary, Corvette Day, Petersen Automotive Museum, 6060 Wilshire Blvd, 323-964-6325, [www.corvetteday.org](http://www.corvetteday.org)

### 1 Fri

Mission Hills – First Friday Niter, Santa Monica Sports Car Club/SCCA Navigation Rally, BofA rear lot, NE corner Devonshire and Sepulveda, 7PM, Info: 310-372-7168, 818-986-4565, <http://ffn.smscc.org>

### 2 Sat

Burbank – Autobooks open 9AM! Free coffee and Donuts, 2900 W. Magnolia. 818-845-0707

Casa Grande AZ- Fun in the Sun-8th Palm Creek Car Show, 1110 N Henness Rd, 9am-1pm, 520-876-8930

Los Angeles-Porsche & Vintage VW Literature & Toy/Model Swap Meet, Los Angeles Airport Hilton 5711 W century Blvd, 909-930-1999, [www.laliland-toyshow.com](http://www.laliland-toyshow.com)

Bonsall-2nd Annual Motor madness, 31555 Old River Rd, 11am-3pm, 760-201-5522

### 3 Sun

Pomona-Pomona Car show & Swap Meet Fairplex

Anaheim-SoCal All- Porsche Swap and Car Display, Phoenix club 1340 South Sanderson, 8am-, [www.lalilandtoyshow.com/related\\_events.htm](http://www.lalilandtoyshow.com/related_events.htm)

### 8-10

Scottsdale, AZ-Goodguys 4th Spring Nationals, Westworld, Season opener! Hot rods, customs, classics, trucks and muscle cars thru 1972 vintage. Vendor exhibits, swap meet & car corral, Goodguys AutoCross, All American Sunday, special awards and more. Goodguys (925) 838-9876 [www.good-guys.com](http://www.good-guys.com)

McFarland-Famoso March Meet, Auto Club Famoso Raceway, 661-399-8351, [www.famosoraceway.com](http://www.famosoraceway.com)

Amelia Island, Fl-Concours d'Elegance, [www.ameliacconcours.org](http://www.ameliacconcours.org)

### 9-10 Sat-Sun

Temecula-Spring 2013 Rod Run, [www.rodruntemecula.com](http://www.rodruntemecula.com)

Walnut-Walnut HS Mustangs Softball Car Show, 400 Pierre Rd, 9am-2pm, [gmercervwvud.k12.ca.us](mailto:gmercervwvud.k12.ca.us)

### 9 Sat

Burbank – Autobooks open 9AM! Free coffee and Donuts, 2900 W. Magnolia. 818-845-0707

Anaheim-91 Car Show Down Low Kustom Show, Canyon RV Park 24001 Santa Ana Canyon Road, 7am-3pm, [www.91carshow.com](http://www.91carshow.com)

### 10 Sun

Long Beach - Hi-Performance Swap Meet & Car Show - Veterans Stadium. Vintage, Classic & Hi Performance trucks. New/used/vintage/parts/cars/accessories, [www.toppingevents.com](http://www.toppingevents.com) or 800-762-9785

### 14-17 Thur-Sun

Fort Worth TX-Goodguys 3rd Spring Lone Star Nationals, Texas Motor Speedway, Hot rods, customs, classics, trucks and muscle cars thru 1972 vintage. Vendor exhibits, swap meet & car corral, Goodguys AutoCross, special awards, track cruise and more. Goodguys (925) 838-9876 [www.good-guys.com](http://www.good-guys.com)

### 16-17 Sat-Sun

Rosamond-SVRA WEST Spring Historic Races, Willow Springs Int'l Raceway, 310-750-6933, [www.svra.com](http://www.svra.com)

### 16 Sat

Burbank – Autobooks open 9AM! Free coffee and Donuts, 2900 W. Magnolia. 818-845-0707 and a book signing with Parnelli Jones 10am-2pm,

El Centro-NAF El Centro Air show, [www.mwrtoday.com/elcentroairshow/](http://www.mwrtoday.com/elcentroairshow/)

Oceanside-South-O Elementary Car & Bike show, 1809 S Horne St, 9am-3pm, 760-802-3811

Orcutt-2nd Annual , Truck & Bike Show, 5075 Hapr Rd, 10:30-3:30pm, 805-878-1739, [www.kofc11137.org](http://www.kofc11137.org)

### 17 Sun

Buena Park-Picker's Paradise Automotive Swap Meet, Elks Lodge 7212 Melrose St, 8am-1pm, 714-299-1776

Los Angeles-LA Studebaker Driver's Club Winter Meet, 6060 Wilshire Blvd, 8am-2pm, [www.studebakersla.com](http://www.studebakersla.com)

Irwindale-Hot VWs Drag Day, Irwindale Speedway, [www.bugin.com](http://www.bugin.com)

### 22-24 Fri-Sun

Fontana-Drive4copd qualify day-Royal Purple 300-Autoclub 400, Autoclubspeedway, 800-944-race ext 7223, [www.autoclubspeedway.com](http://www.autoclubspeedway.com)

### 23 & 24

Pleasanton, CA- Goodguys 31st All American Get-Together Presented by J. Rockcliff Realtors, Pleasanton Fairgrounds, Pleasanton, CA – Featuring all years of American made & powered show cars & trucks, vendor exhibits, swap meet & car corral, Goodguys AutoCross, special awards and more. Goodguys (925) 838-9876 [www.good-guys.com](http://www.good-guys.com)

Monterey-HMSA Spring Club Event. Mazda Raceway Laguna Seca, 818-249-3515 [www.hmsausa.com](http://www.hmsausa.com)

El Segundo-Hot Rod Homecoming Car Show, Automobile Driving Museum 610 Lairport St, 6am-3pm, 310-658-5564, , 310-446-0182

Las Vegas,NV-Welcome to Vegas, Las Vegas Motor Speedway, [www.moparsatthestrip.com](http://www.moparsatthestrip.com), [www.matslv.com](http://www.matslv.com)

Huntington Beach-13th annual Beachcruiser Meet, Main St. At PCH, 7am-8pm, 714-915-7494, [hbcruisers@yahoo.com](mailto:hbcruisers@yahoo.com)

Pomona-65th Anniversary HOT ROD homecoming Car Show, Fairplex, 8:30am-5pm, 317-236-6515, [hotrod.com](http://hotrod.com), [hotrodhomecoming.com](http://hotrodhomecoming.com)

Sonoma-Sears Pointless 24 Hours of Lemons, [www.24hoursoflemons.com](http://www.24hoursoflemons.com)

### 24 Sun

Arcadia-Cal Rods Santa Anita Car Show, Santa Anita Park, 9:30am-4pm, 909-626-0300, [www.calrods.com](http://www.calrods.com)

Riverside-Riverside Racing Film Festival and Gala, Riverside International Automotive Museum 815 Marlborough Ave #200, 951-369-6966, [www.LegendsOfRiverside.com](http://www.LegendsOfRiverside.com)

### 30-31 Sat Sun

San Jose-Clubmans All-British Motorcycle Show and Swap Meet, Santa Clara County fairgrounds 344 Tully, 408-985-7864, [www.bsaoenc.org](http://www.bsaoenc.org)

### 30 Sat

Burbank – Autobooks open 9AM! Free coffee and Donuts, 2900 W. Magnolia. 818-845-0707

La Verne - Cool Cruise 2012, Downtown Old Town, 9am-4pm, 626-332-1155

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**[www.Supercarsunday.com](http://www.Supercarsunday.com)**

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