



History and records Ferrari 288 GTO 1985 s/n ZFFPA16B000058137 LHD by Cyrille Jaquinot



Fabrication du châssis tubulaire assemblage chez Scaglietti via Emilia Est à Modène.

Fabrication du bloc moteur en alliage léger n° 236 Tipo F114 B dans les fonderies à Maranello.

58137 reçoit sa mécanique assemblée chez Ferrari SEFAC à Maranello.

58137 est importée par le concessionnaire officiel Ferrari Ogner Motorcars aux USA en novembre 1985.

06 août 1985 : 58137 est aperçu sur la chaîne de montage à l'usine de Maranello par Marcel Massini, historien Ferrari. (l'usine est fermée tout le mois d'août)

27 septembre 1985 : Marcel Massini revient à l'usine pour revoir l'assemblage de 58137.
58137 est extérieur rosso corsa 300/6 avec intérieur pelle nera Connolly VM 8500

23 octobre 1985 : 1er propriétaire Mr Robert David Garretson, résident de Chicago, Illinois (USA).
Pilote Porsche.
Le concessionnaire Ferrari américain Ogner Motorcars en Californie qui officialise la vente de 58137 sous la facture de l'usine n° 5496 au prix de 142 500 000 de lires italiennes

Novembre 1985 : Livraison de 58137 à Mr Robert David Garretson avec plaque d'immatriculation touristique italienne « EE 221 AK »

Janvier 1986 : Vente à Mr Marty Yacoubian, homme d'affaires, associé à Cole-Yacoubian, ventes aux enchères de Californie.

Février 1986 : Mr Yacoubian propose à Mr Cris Vandagriff, propriétaire de la concession Ferrari Hollywood Sport Cars Inc de la vendre au prix de 175 000 \$ pour 400 km à son compteur.
Publicité dans le Ferrari Market Letter (V11, N°3 et 4)

21 février 1986 : Mr Yacoubian vend 58137 par l'intermédiaire de Mr Vandagriff à Mr Carlyle Fraser, propriétaire de la concession Ferrari Forza Motorsports à Scottsdale, en Arizona et New York.
Conformité EPA/DOT par Mr Dick Fritz (American Cop.)
Installation de 2 systèmes d'extincteurs

01-07 août 1988 : Apparition au 24ème annuel du Ferrari Club Of America à Elkhart Lake avec la plaque d'immatriculation « 2 EZ » (Vermont). 58137 affiche 4090 km. Le pare-choc arrière est repeint en rosso corsa 300/6.

01-04 juin 1989 : Apparition au 25ème meeting annuel du Ferrari Club Of America à Atlanta avec la plaque d'immatriculation de la concession Ferrari de New York, "9997465", propriété de Carlyle Fraser.

08 octobre 1989 : Apparition à la vente aux enchères à New York, Guernsey Auction, avec réserve minimum de 1 200 000 \$, non vendue.

03 novembre 1989 : Vendue à Mr Todd A. Morici, revendeur véhicules de luxe à Clifton, New Jersey. Le pare-choc arrière est repeint en noir.

06 janvier 1990 : En vente dans le Ferrari Market Letter (V15, N° 1) 4100 km au compteur. Proposée à 1 175 000 \$

18 février 1990 : En vente chez Auto Haus d'Atlanta, Georgie dans le journal Los Angeles Times

23 juin 1990 : En vente dans le Ferrari Market Letter (V15, N° 3) à 1 250 000 \$

Juillet 1991 : En vente dans le Ferrari Market Letter à 580 000 \$ proposé par Mr Todd Morici 4100 km compteur

Février 1992 : Mr Morici réduit le prix à 495 000 \$

12 décembre 1997 : Mise en vente aux enchères Carriage House à Greenwich, CT. Non vendue. Apparition dans la revue Sports Car Market déc. 1997

10 juillet 1999 : En vente par l'intermédiaire Motorcars International de Springfield à 319 500 \$ dans le Ferrari Market Letter (V24, N° 14). 4334 km compteur

26 février 2000 : En vente dans le Ferrari Market Letter à 345 000 \$ (V25, N° 4) par l'intermédiaire Miller Motorcars de Greenwich, Connecticut.

08 avril 2000 : En vente dans le Ferrari Market Letter à 330 000 \$ (V25, N° 7) proposé par la concession Ferrari Wide World of Cars Inc de Spring Valley.

06 mai 2000 : En vente dans le Ferrari Market Letter à 330 000 \$ (V25, N° 9) proposé par la concession Ferrari Wide World of Cars Inc de Spring Valley.

Juin 2000 : Apparition à un concours exhibition dans une banlieue de New York.

30 septembre 2000 : 2ème propriétaire Mr Charles Schoendorf résident à Rowayton dans le Connecticut. Vente à 302 500 \$ par l'intermédiaire de la concession Ferrari Miller Motor Cars de Greenwich. Plaque d'immatriculation « 229 POU » L'entretien de 58137 est suivi par le spécialiste Ferrari Classic Coach Repair d'Elizabeth dans le New Jersey autorisé par Ferrari North America depuis 1972.

18-19 janvier 2001 : Participation au Concours Cavallino Classic X à Palm Beach, Morroso, Floride. Résultat : Silver, classe 9

09-10 juin 2001 : Participation au Concours d'élégance Awards de Greenwich, Connecticut. Résultat : 1er Concours Europa – Most Outstanding Ferrari

23-26 janvier 2003 : Participation au Concours Cavallino Classic XII à Palm Beach, Morosso, Floride. Résultat : Gold, classe 9

02-04 avril 2003 : Participation au Meeting annuel du Ferrari Club Of America à Sebring en Floride. Résultat : 2ème, Gold, classe 7

20 juin 2003 : Participation au Hatford Concorso Ferrari 2003 à Hatford, Connecticut.
Résultat : 1er, Modern Limited Production

05-06 juin 2004 : Participation au Concours d'élégance Awards de Greenwich, Connecticut.
Résultat : 1er Concours Europa – Best Italian Sports

Septembre 2007 : 58137 est préparée chez le spécialiste Ferrari Classic Coach Repair pour la Certification Classiche Ferrari.

05 septembre 2007 : Certification Classiche Ferrari acceptée et délivrée par Piero Ferrari.

Novembre 2007 : Apparition de 58137 dans la couverture et pour un article du magazine Hemmings Sports & Exotic Car n°27.

14 août 2009 : Participation de 58137 au 25ème anniversaire des 288 GTO à Monterey en Californie organisé par Margaret et Joe Sackey de Joe Sackey Classics. 14 Ferrari 288 GTO présentes et 1 GTO Evoluzione

12 août 2010 : Grosse révision chez le spécialiste Ferrari Classic Coach Repair d'Elizabeth. 8951 km au compteur.

01 décembre 2011 : 3ème propriétaire XXXXXXXX, chirurgien orthopédiste de Perry et résident à Warner Robins en Georgie par l'intermédiaire de Joe Sackey. Vente à 815 000 \$. 14 500 km au compteur
Plaque d'immatriculation « 288 GTO » Georgia.

Août 2011 : Apparition de 58137 dans la couverture et pour un article du magazine Hemmings Motor News

Juillet 2012 : 4ème propriétaire Mr Andrew Derodra résident à East Claydon en Angleterre.
Vente à 950 000 euros. 17 428 km au compteur.

23 juillet 2012 : Arrivée de 58137 en Angleterre. Entreposée dans un dépôt sous douane en attente d'enregistrement.

Août 2012 : 58137 fait l'article du magazine Forza N° 119 avec la plaque d'immatriculation « 86446 » du Connecticut pour cacher la vraie plaque de l'ex propriétaire Mr XXXXXXXX.

28 septembre 2012 : Grosse révision chez le spécialiste Ferrari Bob Houghton à Gloucestershire en Angleterre. 17 430 km au compteur.

09 octobre 2012 : Andrew Derodra effectue un essai de 58137 avec Bob Houghton.

30 décembre 2013 : 5ème propriétaire Mr XXXXXXXX, France.
Finalisation de la vente par l'intermédiaire de Joe Sackey.
Vente à 1 700 000 \$.



Détails techniques, histoire

Ferrari 288 GTO, Berlinetta Scaglietti 58137



Le châssis 58137 est le 265ème châssis (sur 272) réalisé de la série de fabrication des 288 GTO incluant tous les prototypes.

Les châssis des 288 GTO fabriqués portent les numéros allant de 44421 à 58345 inclus.

En 1986, le montage des 288 GTO cessa à Maranello.



Photo de l'usine de Maranello en 1985.



La chaîne de montage de 58137 à Maranello. (Photo de Marcel Massini)







Carrosserie : Fibre de verre base carbone et Kevlar réalisée chez Scaglietti à Modène.



Dessin réalisé sous la direction de l'ingénieur Leonardo Fioravanti du centre stylistique de Pininfarina à Grugliasco.



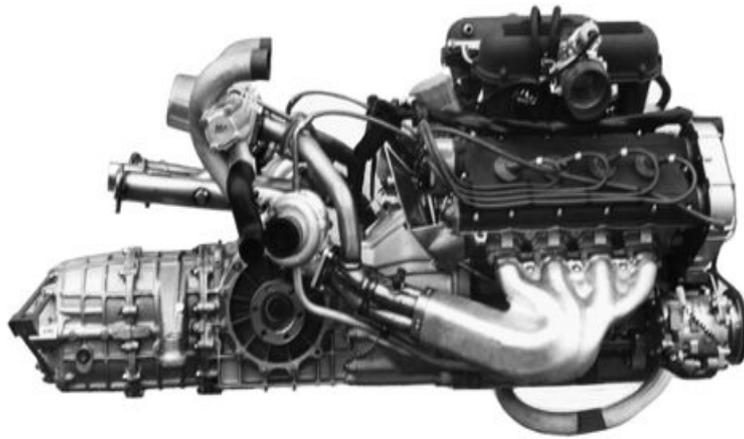
L'ingénieur Leonardo Fioravanti

Le design magnifique réalisé sous la responsabilité de Leonardo Fioravanti, ne se révélera pas uniquement un exercice de style mais aussi une prouesse technique réalisée de Kevlar et de fibre de carbone.

Plusieurs éléments à base de Nomex composent l'habitacle et les parois avoisinantes du moteur. Ce matériau est connu pour ses qualités d'isolant thermique ignifugé. Le châssis a subi un traitement anticorrosion Zincrox breveté Ferrari.



Chaîne de montage des 288 GTO à l'usine de Maranello, 1985



58137 possède d'origine le bloc moteur n° 236



Le moteur, appelé tipo F114B ,bloc en alliage léger est conçu sous la direction de Harvey Postlethwaite, alors en charge du programme de Formule 1 de l'époque, ce modèle se voulait la vitrine du capital technologique acquis par Ferrari en compétition.

L'ingénieur Harvey Postlewaite



Le tipo F114B descend à 90 % du V8 Turbo, tipo 268C, réalisé par Ferrari pour les Sports-Protos d'endurance Lancia LC2 de 1983.



Lancia LC2

20 années se sont écoulées depuis l'arrêt de la production de la célèbre Ferrari 250 GTO.



Le Salon de Genève 1984 marquera le retour du fameux trigramme avec l'apparition de la nouvelle GTO, la 288 sur le stand Ferrari (châssis 50255).

**La désignation « 288 » veut dire moteur 2,8 litres et 8 le nombre de cylindres.
GTO indique en italien un modèle Gran Turismo Omologato, Grand Tourisme Homologué.**

Le Commendatore Enzo Ferrari annonça cette renaissance le 18 septembre 1983 à l'occasion du rituel Ferrari Days à Maranello.

Le moteur de la GTO, d'une cylindrée de 2855 cm³, quatre soupapes par cylindre, coiffé de deux turbos japonais IHI équipés d'intercooler Behr et d'une injection électronique Magnetti-Marelli, développe une puissance de 400 chevaux à 7000 tours/min pour un couple maxi de 50,6 mkg à 3800 tours/mn.

Placé en position longitudinale, son centre de gravité est abaissé de 7 cm en comparaison du moteur transversale.

Il n'est pas procédé à sa dépose pour son entretien, car on accède à la face avant du moteur par l'habitacle de la voiture. Le mécanicien peut alors procéder, au changement des courroies de distribution ou atteindre le thermostat, la pompe à eau ou l'alternateur.



58137 lors d'une révision

L'affiliation de la 288 GTO est évidente, le dessin général de la voiture rappelle une étude Pininfarina, extrapolation sportive d'une 308 GTB, commandée par un client désirant de courir.

Elle fut exposée par le maître carrossier turinois au Salon de Genève 1977, sous le nom de code Millechiodi.



Six prototypes supplémentaires sortirent des chaînes de Maranello. Le châssis prototype 44725 fut construit sur la base d'une 308 GTB. Il était propulsé par un moteur tipo F114A, équipé de quatre carburateurs Solex double corps dotés d'un turbo compresseur KKK, associé à une boîte de vitesse ZF.

Le châssis prototype 44421 fut détruit dans le crash test.

La 288 GTO fut produite de 1984 à 1986 avec les numéros de châssis 44421, 44725, 44727, 47647, 47649, 47711 pour les prototypes et de 50253 à 58345 pour la version « stradale ».

Toutes les voitures furent construites avec une conduite à gauche, toutes rouges d'origine (rosso corsa – code 300/6). Trois modèles furent repeints par le carrossier officiel Zanasi de Maranello.

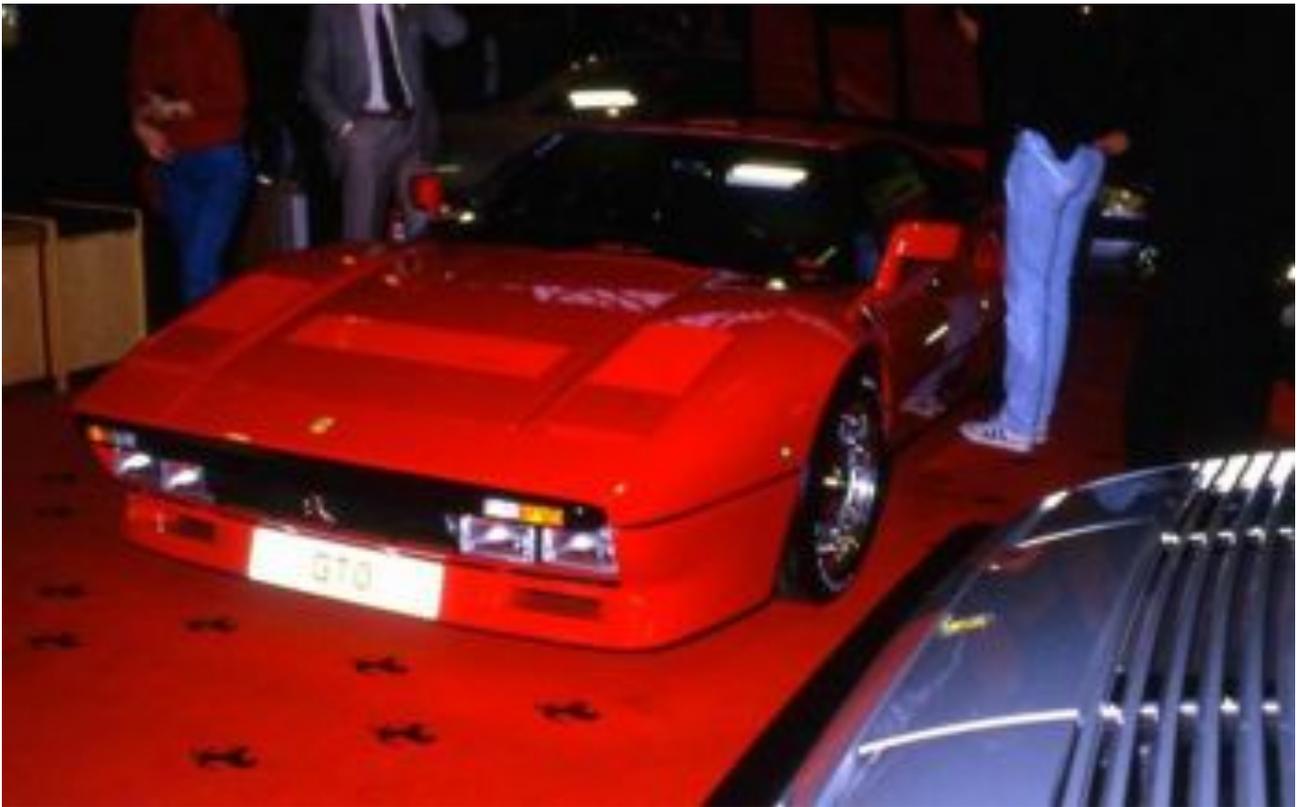
Le châssis 47649 devint jaune tandis que les châssis 54225 et 56335 se muèrent en argent métallisé... par superstition des propriétaires !

Les sièges étaient recouverts d'une sellerie en cuir noir (code 8500 VM) ou cuir noir avec des incrustations rouges dans les sièges et le tableau de bord.



Intérieur cuir noir de 58137

La climatisation, l'autoradio et les vitres électriques font parti des options choisi par le propriétaire Robert D. Garretson pour 58137



58137 à la concession Ferrari Hollywood Sport Cars en 1986

La 288 GTO n'étant pas homologuée pour le marché américain, les propriétaires de ce pays durent soumettre individuellement leur modèle aux sévères contrôles EPA/DOT nécessaires à toute importation de véhicules étrangers aux États-Unis.

70 exemplaires seront livrés aux USA et 23 exactement pour la France.

58137 sera mise en conformité US par le concessionnaire Ferrari de Scottsdale, Carlyle Fraser le 21 février 1986.





58137 sera pourvue d'un pot d'échappement spécial (01 juin 1989 à Atlanta)

Mr Carlyle Fraser profite de lui repeindre le pare-choc arrière en rosso corsa 300/6



**Rare photo du meeting annuel du Ferrari Club of America, 01 juin 1989.
58137 au premier plan avec le pare choc rosso corsa.**

288 GTO, S/N 58137 (1985 prod.). Red with black interior, red inserts. Very well documented & thoroughly serviced. No flaws or excuses. \$330,000. 4/00
Wide World of Cars, Spring Valley NY 914-425-2600, fax 914-425-7387

Une des annonces en vente de 58137 du Ferrari Market Letter (8 avril 2000).

58137 participera à 6 concours aux USA dont 2 à Palm Beach par Charles Schoendorf.

58137 remportera 3 première place et 2 deuxième place.





58137 reste parmi les 288 GTO les plus désirables en collector !





58137 immatriculée « 229 POU » a fait 2 fois la couverture du magazine Hemmings !





58137 a participé le 15 août 2009 au 25ème anniversaire de la 288 GTO à Monterey en Californie organisé par Joe Sackey.





14 Ferrari 288 GTO sont présentes à l'événement.



Certificato di autenticità

Certificate of authenticity

Rilasciato da Ferrari SpA Modena, Italia

Issued by Ferrari SpA, Modena, Italy

Ferrari Classiche
(di seguito "Ferrari") certifica che,
riservate le eventuali riserve indicate
nell'annessa scheda tecnica,
la seguente vettura (di seguito la
"Vettura"), è autentica

Ferrari Classiche
("Ferrari") hereby certifies that,
subject to the qualifications as outlined
in the enclosed technical file, if any,
the following car (the "Car")
is authentic

Ferrari GTO

Vettura/Car

ZFFPA16B000058137

Titolo/Chassis no.

Modena **5 settembre 2007**

Ferrari Classiche

Classifica esonerativa di responsabilità

Ferrari ha rilasciato il presente certificato di autenticità (il "Certificato di autenticità") al fine degli scopi di cui all'articolo 17 del Regolamento della Ferrari.
Il Certificato di Autenticità è stato rilasciato sulla base delle informazioni fornite a Ferrari dal proprietario della Vettura e del suo rappresentante autorizzato in relazione alle informazioni di cui all'articolo 17 del Regolamento della Ferrari, e sulla base delle informazioni fornite dal proprietario della Vettura e del suo rappresentante autorizzato in relazione alle informazioni di cui all'articolo 17 del Regolamento della Ferrari, e sulla base delle informazioni fornite dal proprietario della Vettura e del suo rappresentante autorizzato in relazione alle informazioni di cui all'articolo 17 del Regolamento della Ferrari.
Il Certificato di Autenticità è stato rilasciato sulla base delle informazioni fornite a Ferrari dal proprietario della Vettura e del suo rappresentante autorizzato in relazione alle informazioni di cui all'articolo 17 del Regolamento della Ferrari, e sulla base delle informazioni fornite dal proprietario della Vettura e del suo rappresentante autorizzato in relazione alle informazioni di cui all'articolo 17 del Regolamento della Ferrari.
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The Certificate of Authenticity has been issued relying on the information provided by Ferrari in the name of the Car or its authorized representative on the occasion of the certification process.
The representative of Ferrari is made by Ferrari as the controller of the Certificate of Authenticity and as to the authenticity of the Car, should it ever be found that the information provided was untrue or that the owner of the certificate of authenticity did not provide or obtain the relevant information or documents pertaining to the Car.
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Ferrari SpA - Viale Enza Est, 1103 - 41100 Modena - Italia

362F

58137 est certifiée par Ferrari Classiche le 5 septembre 2007



L'immatriculation « 288 GTO » est celle de XXXXXXXX à partir de décembre 2010.



Départ des USA de 58137 pour l'Angleterre



58137 et l'autre « GTO » d'Andrew Derodra en Angleterre.



Prise en main de 58137 par Andrew Derodra à son arrivée en Angleterre.





CHARLES « Chuck » SCHOENDORF

FERRARI 288 GTO 58137 - The World's First Super Car

The best car makers reserve a special model name for what they consider their most significant cars. Name like Carrera GT, Silver Ghost, SSK and Ghibli need no further description to those in the know.

But what many say is the greatest name of all, GTO, was invented by Ferrari and has been used by them sparingly, almost lovingly, over the years, and always reserved for its most exciting, most dramatic cars.

The first time the GTO name was introduced on a Ferrari was in 1962.

These cars – 250 GTOs – were dual -purpose Gts – equally at home on the street as they were in wheel-to-wheel competition.

Interestingly, they were « homologated » - a term that means approved by the sanctioning body – by slight of hand chassis numbering tricks as only Enzo Ferrari could envision since the volume built never reached 100 cars as required in the FIA rules.

So while the « O » in GTO signifies Omologato, i.e, Italian for homologated, it could also mean « The joke's on you or more likely, I got your rules right here pal ! » But on the track, they were no joke.

In fact, they were so powerful and reliable that they won the over 2 liter Manufacturer's Championship three years in a row.

Leap ahead to 1984 when, once again, Ferrari decided to build cars to compete in a specific race series – the newly announced « Group B ». However, since only Porsche with its 959 and Ferrari with the 288 GTO built the required number of cars of « homologation », the joke this time was on them since the series quickly went bust.

As you now know, the letters GTO means Grand Touring Omologato, but the number – 288 - - was picked for the car's 2,8 liter, 8 cylinder motor.

So, while the raison d'être for the car ended prematurely when the series was canceled, both Porsche and Ferrari lucked out on the sales side since these two were also true road cars that just happened to have astonishing performance on the track.

And, as we know now, all were sold and have since earned their place as some of the most desirable modern cars in the world.

I first met an owner of a Ferrari 288 GTO at a small street concours in a suburban New York town when he was showing his 288 GTO (SN/58137) and I immediately made a pest of myself and asking a bunch of questions about his rare car. To my surprise, he generously invited me to his home, sharing what you will find to be a fascinating story.

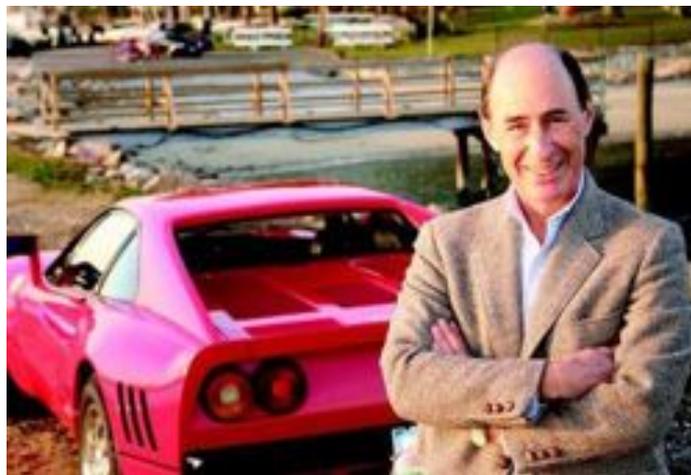
« My passions for the longest times have been food, wine and cars... » « That's the way my conversation with Chuck Schoendorf, owner of the Ferrari 288 GTO sitting below us in his garage, started.

We were chatting over a cup of expertly brewed espresso in his kitchen and I can't tell if it's the jolt from caffeine or anticipation of my first ride in this true supercar that has my nerves jangling.

I try to concentrate as he explains how on a food and wine trip to Italy, ten years ago, he discovered the magic of Ferrari.

One of the « free » days came in Emilia-Romagna – the region in Italy where Maranello is located. Chuck said that while this particular day was left open for individual exploring, the tour operators had arranged three potential options for the group : Visit old churches. Visit the old city center in Modena or visit the Ferrari Factory.

Although he did not own any special cars at that time, he said, « Well », clapping his hands together, « it was no question ! » Then he added, « Before I went over, I knew this in advance that [the factory tour] was an option ; I signed up for [it], as did about a third of the group. « To get ready for this possibly once in a lifetime experience, he eagerly did his Ferrari homework, saying, » And so I got out my books on Ferraris. I had never owned one... never driven one. But I had some books that I had acquired over the years and [I also had] decades worth of magazines. So I pulled them out and started looking at the different models and read up a bit.



So after having read about Ferrari's long history and its many models, he was in the proper frame of mind for the in-person experience of walking the factory floor, meeting the workers and absorbing the essence of Ferrari. Chuck recalled, « When I got over there, we take the tour of the factory and it's extremely impressive. To see them hand building these cars, and then the motor shop, [the workers] test driving them, just the whole atmosphere ».

And as almost always happens with visitors to Maranello, his group made one more important stop. He said, « And then the last thing we do is go to the Galleria was a 288 GTO. Now I had read about them when they came out back in 84's, 85's...anyway, I get over there, see one for the first time and that's it.

Blown away ! I've got to, when I get home, find one and try to buy one. »

When he returned, he started his search by reading the Sunday NY Times classified ads, surprisingly, Chuck said, back in the day, a decent resource for the prospective car buyer. He said, « So I see a 288 GTO advertised at Miller Motors Cars [in Greenwich, Connecticut] and I call them up on Monday. « Smiling, he says, Ha, the car's gone ; it's sold ! » But unexpectedly, a week later, a 288 GTO surfaces at Wild World of Cars – a NY dealer close to his home. And when he goes to see it, it turns out that it's the same car from Miller Motors Cars. He said, « They acquired it from Miller to resell it. » As he says that, he puts down his espresso cup and leans forward, saying, « So, I run over there to look at the car and » now for the first time all day, he's speaking faster, « it's magnificent.

Every car in their showroom looks immaculate. Detailed to the hilt. And this car is stunning. And appears to need nothing ».

« Settling back, he continues, « So I look at the car ; drive the car. And this is the first Ferrari I have ever driven. And it's a 400 horsepower twin turbo 288 GTO. So I managed to drive it OK but I'm not ready to pull the trigger. I want to look at another one. » As luck would have it, he found another one at the shop of another person famous for his Ferrari knowledge – Dick Fritz's shop – he Amerispec fame.

However, he said the car wasn't running at the time and for various reasons, didn't look to his eyes, as perfect as the car at Wide World.

Chuck said, « Long story short, I buy the car at Wide World. » The car was so good, and he was so taken with the whole driving experience, that 2 weeks later he went back and bought a 355 Coupe just so he would have, his words, « a less precious Ferrari to drive on the street. » Recalling the purchase process he said his salesman told him he was doing the process in reverse.

He said most people buy a Ferrari and then go to Maranello. « In my case, I went to Maranello first. Was blown away ; then looked for a car. » Smiling, he added, « And then he complimented me on my discriminating taste to start with a 288 GTO... » Laughing he added, « ...pure salesman ! »

I am happy to report that Chuck is not just a Ferrari owner. He is a Ferrari driver. Despite his busy work schedule, the constantly appreciating value of the car and its ready – for – concours condition, he makes sure that he finds time to drive it every month. « I've had the car for 10 years. It's been phenomenal. » But this isn't just Chuck having fun with one of his toys. There is a practical side as well. He explained, « My philosophy being, if anything is going to go wrong with the car, I would rather find out sooner than later. » Adding , « I want to stay on top of the car. I think it's better to heat cycle the car. You know, the oil, the water...brakes. [Mainly] run the thing. »

And his approach must be working because he says that he has only had very few issues in ten years. One was a cracked windshield – something that just appeared after returning from a concours. He said, « I get home. Not more than ten or twelve miles from the show and I see a crack in the windshield... and I hit nothing. It just happened. « Since Ferrari made fewer than 300 of these cars, the unique replacement turned into a little longer search. « I think it took the repair shop close to a year to find the correct Windshield ».



In 1985, even the best sports car makers in the world were struggling to produce cars with 250HP or ones that could top 150 MPH – e.g., Ferrari's own Mondial was rated at 240Bhp with a max speed of 139MPH. So when the 288 GTO was test driven, it had journalists tripping over their typewriters and digging into a Thesaurus for superlatives.

Road tests at the times gave performance figures that were eye popping for its day and darn good even by today's standard.

Top speed was posted as a « measured in Maranello » 189 MPH.

Its zero to sixty time was in the low 5-second, high 4-second range.

100 MPH was reached in about 11 seconds and the quarter mile went by in a tiny fraction over 14 seconds.

The 0-80 stopping distance was recorded as a mind-blowing 240 feet.

All in all, the Ferrari 288 GTO is one of the most important sports cars ever built and the first in the line that continued with the F40, F50, the Enzo and LaFerrari. It is light weight (listed as 2,555 lbs), powerful (400 Bhp, 336 lb-ft of torque) and drop dead sexy. Unlike a lot of today's designs, cars that owe their shape more to the dictates of the wind tunnel than a talented designer's eye, the 288 GTO is exciting from every angle.

And while this Pininfarina design actually did spend time in the wind tunnel, there are no bad lines on its fiberglass, Kevlar composite, steel and aluminum, tube frame flanks. It's just beautiful. Period.



Chuck and 58137



ANDREW DERODRA

FERRARI 288 GTO 58137

My dream of owning a 288 GTO finally became reality when, in mid-2012, Joe Sackey helped me secure **58137**, one of the last ten cars to roll off the production line, first registered in **October 1985**, and now having covered around 10,000 miles.

My GTO was first delivered to a gentleman in the US, bearing the Italian export plates **EE 221 AK**, although it is a standard European car with a Ferrari Classiche certification and a good history, including Cavallino awards and having featured in articles in Hemmings and Forza.

It has the optional black leather interior, air conditioning, and electric windows.

Being a proud and happy owner, I promptly commissioned a Massini report, and now have invaluable documents such as copy of the original sales invoices (showing the original price of 142.5 m lire), and factory build photographs.

Once my new 288 GTO had been shipped to the UK from its previous home in Georgia, I went over to the storage facility to take a look.

It was a bright, sunny day and I took the opportunity to make the journey in my 599 GTO, to provide a comparison against the latest car to wear that special badge.

The 288 GTO is tiny next to the newer car, and everywhere you look the body is composed of wonderful details : voluptuous curves, and sharp angles that are brought together into what many justifiably claim is the most beautiful modern-era Ferrari.

The interior feels almost luxurious when stepping from the no-carpets and carbon fiber of the 599.

It is a much more evocative feeling as you open the light aluminium door, squeeze down into the narrow leather Daytona seat, and familiarise yourself with the cabin.

This is a car that Enzo signed off, in the factory they call it « the GTO », and it feels like it has come from another world that the passage of almost 30 years alone cannot explain.

The materials all around tell a story from a different time : from the fuzzy felt-style Alcantara on the dash, through the toggles and sliders of the switchgear to the H gate gear lever with the dogged first gear.

I swear the pedals feel slightly offset, too.

This is a car that you need to switch onto completely, not just in the way it drives (of which more later), but how you sit in it, how you hold the wheel, and how you interact with the controls. Fantastic !

The « Ferrari GTO » logo on the door speakers and the blaupunkt Dearborn head unit with a slot for a tape and an FM/AM radio won't get used much.

The steering wheel is tiny : a simple momo with a yellow Ferrari badge in the centre.

A little recessed cubby hole in the dash to the left of the steering wheel looks somewhat impractical – under any kind of acceleration it will no doubt deposit its contents on the floor.

The little panel between the seats comprises an eclectic and period collection of toggle and slider switches and buttons for the electric windows.

There are three dials in the centre console above the stereo, angled slightly towards the driver and providing just the information he needs.

I can see a boost gauge in front of me.

The aircon vents look a little ineffectual, but work perfectly well.

If you look up, the ceiling is covered in a light-coloured, perforated material that is smooth to the touch.

Behind the seats the shelf at shoulder level is fuzzy to the touch with that same period Alcatran material, and the rear window – which curves away from you at each end – affords a great view of the vents of the engine bay and the lovely curve of the rump.

To start you turn the key and then press an anonymous-looking rubber-covered button.

The starter motor whirs briefly and the engine fires up, deep and throaty.

The music with the standard exhausts is lovely but Joe also has the contact details of the people in Italy who made the original megaphone exhausts which create the opportunity for flames on the overrun and a « basso supremo » soundtrack that will prove too much to resist.

On arrival in the UK my car went to renowned Ferrari specialist Bob Houghton for a cambelt service, and I was fortunate enough to visit when Bob himself took it out for a road test once the work had been completed.

I wasn't expecting my first impression: I was astonished by the quality of the ride.

Clearly well-judged dampers and spring rates, coupled with high-profile tyres, ensure composure over bumps and compressions but also keep the car direct and accurate when scything through a sequence of fast, sweeping bends or slow, tight corners.

I was also surprised by how fast the car felt, despite its relatively low kerb weight, and how stable the rear end was, even under acceleration with steering dialed in.

In real world conditions I could easily imagine the GTO keeping modern supercars honest.

Back in 1984 when it was launched, it much have been a revelation.

I am writing this in the depths of a cold and wet British winter, unfortunately, when the GTO will not be venturing out, and I have had limited time in it so far.

However, my overriding impression is that driving a GTO is a much to do with the feel, and the feedback through the unassisted steering that is so heavy at low speeds, as it is about the sheer speeds the car, in theory, is capable of.

And that, on today's overcrowded roads, with their hazards and restrictions, makes the GTO just about perfect.

Page 230, The Ferrari 288 GTO, book
autor by Joe Sackey.



PARTICIPATION DE 58137
A DES CONCOURS
AUX USA



Greenwich Concours 2004

CAVALLINO CLASSIC X
PALM BEACH-MOROSO/FL,
18-19 JANUARY 2001
 By Cyrille Jaquinot

CLASS AWARDS

Class 1 Pre 1956

Platinum	1951	212 Export Vignale Spyder	S/N 0090E	Jeffrey & Frances Fisher	Palm Beach, FL
Platinum	1952	225 Sport Vignale Spyder	S/N 0160ED	John A. Sullivan, Jr.	Palm Beach, FL
Gold	1952	225 Sport Vignale Spyder	S/N 0154ED	Anthony Bamford	Watford, England
Silver	1952	225 Sport Touring Barchetta	S/N 0166ED	Arturo Keller	Petaluma, CA

Class 2 250GT - Open

Platinum	1959	250GT LWB Spyder California	S/N 1525	Peter Kalikow	New York, NY
Platinum	1961	250GT PF Cabriolet Series II	S/N 2587	Robert Weis	Boca Raton, FL
Platinum	1961	250GT PF Cabriolet Series II	S/N 2737	Michael Schaad	Knoxville, TN
Platinum	1962	250GT SWB Spyder California	S/N 3195	Larry & Juana Carter	Los Gatos, CA
Gold	1962	250GT PF Cabriolet Series II	S/N 3655	Bud & Connie Strotheide	Clayton, MO
Silver	1960	250GT SWB Spyder California	S/N 1883	Everett Anton Singer	Laurel Hollow, NY

Class 3 250GT - Closed

Platinum	1956	250GT LWB Berlinetta	S/N 0563	Richard Gent	South Euclid, OH
Platinum	1964	250GT Berlinetta Lusso	S/N 5433	Ervin & Thelma Lyon	Kensington, NH
Gold	1957	250GT Ellena Coupe	S/N 0807	Mark Templeton	Gulf Stream, FL
Silver	1958	250GT LWB Berlinetta	S/N 0911	Randy Reiss	Studio City, CA

Class 4 275/330

Platinum	1966	275 GTS	S/N 08631	Tim Reynolds	Springfield, MO
Platinum	1966	330 GTS	S/N 9199	Shane & Heidi Mattaway	Boca Raton, FL
Platinum	1967	275 GTB/4S NART Spyder	S/N 10709	Eddie Smith	Lexington, NC
Gold	1967	275 GTB/4	S/N 10723	Joseph R. Perella	New York, NY
Silver	1967	275 GTB/4	S/N 09467	Richard J. Sirota	Irvington, NY

Class 5 365

Platinum	1969	365 GTS	S/N 12489	Tim Montgomery	Saratoga, CA
Platinum	1971	365 GTB/4 Spyder	S/N 14403	Wayne & Marilyn Nelson	Longwood, FL
Platinum	1972	365 GTB/4	S/N 15875	Steven & Carine Gorriaran	Providence, RI

Platinum	1973	365 GTB/4	S/N 17043	Robert B. Giase	Tiburon, CA
Gold	1971	365 GTB/4	S/N 14439	Walter Padow	Plantation, FL
Silver	1969	365 GTB/4	S/N 12577	Dennis Udwin	Boca Raton, FL

Class 6 Dino

Platinum	1969	246GT	S/N 00542	Keith M. Wintraub	Seattle, WA
Platinum	1972	246GT	S/N 03068	Mike Epifanio	Park Ridge, IL
Platinum	1972	246 GTS	S/N 04302	Walter Padow	Plantation, FL
Platinum	1972	246GT	S/N 04938	Dennis Udwin	Boca Raton, FL
Platinum	1974	246 GTS	S/N 08472	Frank J. Ziccarelli	New Kensington, PA
Platinum	1975	308 GT4	S/N 11004	Lissa Spolding	Ft. Lauderdale, FL
Gold	1972	246GT	S/N 03092	John H. Willock	Chestertown, MD
Silver	1975	308 GT4	S/N 09254	Mitchell Josephs	West Palm Beach, FL

Class 7 3 - Series

Platinum	1986	328 GTS	S/N 61907	Arthur Steinberg	Parsippany, NJ
Platinum	1986	328 GTB	S/N 63333	Charles & Cheryl Scardina	Delray Beach, FL
Platinum	1988	328 GTB	S/N 77691	Rodin Younessi	Delray Beach, FL
Platinum	1988	328 GTS	S/N 77737	Neil Boner	Palm Beach, FL
Platinum	1988	328 GTS	S/N 78845	Russell Taylor	Sandusky, OH
Platinum	1992	348 tb	S/N 91278	Thomas J. Barone	Palm Beach, FL
Gold	1988	328 GTS	S/N 79084	Jonathan C. Bravo	Vero Beach, FL

Class 8 Testarossa/512TR(M)

Platinum	1988	Testarossa	S/N 77463	Jack Biondo	Oyster Bay Cove, NY
Platinum	1990	Testarossa	S/N 83242	Tom Coundit	Sarasota, FL
Platinum	1990	Testarossa	S/N 84401	David Ulanet	Little Falls, NJ
Platinum	1992	512 TR	S/N 92010	Carl Lunderstadt	Lady Lake, FL
Platinum	1993	512 TR	S/N 95314	Robert Handin	Boca Raton, FL
Platinum	1993	512 TR	S/N 96222	Mark Vanderkley	Atlanta, GA
Platinum	1994	512 TR	S/N 96891	Peter Chiappone	West Newton, MA
Silver	1985	Testarossa	S/N 58908	Gene Grengs	Eau Claire, WI

Class 9 512BB/288/F40(50)

Platinum	1982	512 BBi	S/N 43799	Richard Baumgart	Singer Island, FL
Platinum	1985	288 GTO	S/N 57485	Ron & Betty Profili	Napa, CA
Platinum	1990	F40	S/N 86056	Gerald Vincent John	Chester Springs, PA
Platinum	1990	F40	S/N 86438	Ray Maranges	Boca Raton, FL
Platinum	1991	F40	S/N 90000	Raymond Davis	Greensboro, NC
Platinum	1995	F50	S/N 104177	Louis Scafuri	Cohasset, MA
Silver	1985	288 GTO	S/N 58137	Charles Schoendorf	Rowayton, CT

Class 10 2+2/SF

Platinum	1965	500 Superfast	S/N 8083SF	Mike & Becki Dunn	Newark, CA
Platinum	1987	412	S/N 74099	Andrew Bass	Brookline, MA
Platinum	1995	456GT	S/N 99998	Andres Weisberg	Columbus, OH
Gold	1984	400i Automatic	S/N 51781	Bob Tallgren & Joyce Crabtree	Mont Dora FL
Silver	1969	365GT 2+2	S/N 13085	John G. Deghetto	Ramsey, NJ

Class 11 Front Engine Racing

Platinum	1952	340 Mexico	S/N 0222AT	Deborah Keller	Petaluma, CA
Platinum	1958	250 Testa Rossa	S/N 0736TR	Cavallino Holdings Ltd.	Seattle, WA
Gold	1958	250 Testa Rossa	S/N 0718TR	Lawrence Stroll	Dallas, TX
Silver	1954	121 LM	S/N 0484LM	Peter Sachs	Stamford, CT

Class 12 Mid Engine Racing

Platinum	1962	268 SP	S/N 0798	Bernard Carl	Washington, DC
Platinum	1965	365 P2	S/N 0838	Peter Sachs	Stamford, CT
Platinum	1967	206 SP	S/N 028	Nick Incantalupo	Oldwick, NJ
Platinum	1967	330 P4	S/N 0856	Lawrence Stroll	Dallas, TX
Platinum	1979	512 BB/LM	S/N 26683	Paul Facella	Rockville Centre, NY
Platinum	1979	512 BB/LM	S/N 29507	Kurt & Sandra Schultz	Uniondale, PA
Platinum	1980	512 BB/LM	S/N 35527	Todd Morici	Clifton, NJ
Platinum	1980	512 BB/LM	S/N 38181	Raymond & Julia Hartman	Montecito, CA



**2001 GREENWICH-CONCOURS D'ELEGANCE AWARDS
GREENWICH, CT**

9 – 10 june 2001

By Cyrille Jaquinot

2001 GREENWICH-CONCOURS D'ELEGANCE AWARDS (Ferrari present)

MOST AWESOME HIGH-PERFORMANCE CAR

1957 Ferrari Tour de France - Jeff Mamorsky

2001 CONCOURS EUROPA TROPHY WINNERS

CONCOURS EUROPA - BEST IN SHOW

Presented by Automobile Magazine

1959 Ferrari Testarossa - P.Paul Pappalardo

CONCOURS EUROPA

Best Italian Sports/Touring Car, 1969-1971

1969 Ferrari 365 GTC Coupe - John Oricchio

CONCOURS EUROPA

Best Italian Sports/Touring Car, 1972-1977

1972 Ferrari 246 Dino GTS - Gene Giarratana

CONCOURS EUROPA - MOST OUTSTANDING FERRARI

Presented by Miller Motorcars

1985 Ferrari 288 GTO Berlinetta - Charles Schoendorf

CONCOURS EUROPA - AWARD OF EXCELLENCE

1967 Ferrari 330 GTC - Andrew Benenson



58137



58137, MOST OUTSTANDING FERRARI

CAVALLINO CLASSIC XII
PALM BEACH-MOROSO/FL, 23-26 JANUARY 2003
 By Cyrille Jaquinot

Ferrari Type	Chassis#	Owner/Driver/Entrant	Plates
333 SP	010	James McCormick, New Rochelle/NY	
333 SP	036	Steve Cox	
212 Export Spider Vignale	0090 E	Jeff Fisher, Palm Beach/FL	
212 Inter Coupé Ghia-Aigle	0137 E	Charles Arnott, Easton/MD	
340 America Coupé Ghia	0148 A	Jack E. Thomas, Jr., St. Louis/MO	
212 Inter Coupé Ghia	0191 EL	Lee Herrington, Bow/NH	
250 MM Berlinetta Pinin Farina	0256 MM	Carlos Hank Rhon, Mexico City/MEX	
166 MM/53 Spider Vignale	0290 M	James Fuchs, Brookfield/WI	
340 MM Spider Vignale	0324 AM	Michael Leventhal, Chicago/IL	420 1848
166 MM/53 Spider Vignale	0342 M	Gerry Sutterfield, Palm Beach Gard./FL	1953 FER
375 MM Spider Scaglietti	0372 AM	Ed M. Davies, Hobe Sound/FL	9-16449
500 Mondial Berlinetta Pinin Farina	0422 MD	Jon A. Shirley, Medina/WA	3092MA 24
250 GT LWB Berlinetta Zagato	0515 GT	David Sydorick, Beverly Hills/CA	
250 TR Spider Scaglietti	0666 TR	Jon A. Shirley, Medina/WA	
410 Superamerica Series I Coupé PF	0717 SA	Wayne Nelson, Longwood/FL	Roma71 7
335 S Spider Scaglietti	0700	Peter G. Sachs, Stamford/CT	
250 TR Spider Scaglietti	0718 TR	Lawrence Stroll, London/England	2 LSS
250 TR Spider Scaglietti	0748 TR	Ed M. Davies, Hobe Sound/FL	ME5001
196 SP Dino Spider Fantuzzi	0790	Charles T. Wegner IV, West Chicago/IL	
330 TRI LM Spider Scaglietti	0808	Jim Spiro, New Orleans/LA	
412 P Berlinetta Drogo	0850	Lawrence Stroll, London/England	
312 P Berlinetta	0872	Peter G. Sachs, Stamford/CT	
250 GT LWB TDF Berlinetta Scaglietti	0881 GT	Jeffrey A. Mamorsky, Greenwich/CT	
250 GT LWB TDF Berlinetta Scaglietti	0895 GT	Syd Silverman, Boca Raton/FL	AI 229
250 GT LWB TDF Berlinetta Scaglietti	0967 GT	Ronald W. Busuttill, Los Angeles/CA	
512 S Spider	1006	Charles M. Arnott, Easton/MD	
250 GT Coupé Pinin Farina	1007 GT	Stephen F. Bacen, Hollywood/FL	
410 Superamerica Series III Coupé PF	1015 SA	William Kontes, Jupiter/FL	
512 M Sunoco (Copy)	1040 R	Lawrence Stroll, London/England	
250 GT LWB TDF Berlinetta Scaglietti	1139 GT	Stephen Dudley, Oshkosh/WI	
250 GT LWB TDF Berlinetta Scaglietti	1161 GT	EdM. Davies, Hobe Sound/FL	10W- 9220
250 GT LWB California Spider Scaglietti	1307 GT	Rob Meyers, Chatham/Ontario/CDN	WSL 753
250 GT LWB California Spider Scaglietti	1503 GT	Charles M. Yassky, New York/NY	
250 GT LWB California Spider Scaglietti	1603 GT	Todd Morici, Clifton/NJ	DZB 65
250 GT SWB Competizione Spider PF	1737 GT	Oscar Davis, Elizabeth/NJ	
250 GT Coupé Pinin Farina	2017 GT	Michael Manion, Corbett/OR	
250 GT Coupé Pinin Farina	2081 GT	Art Taxman, FL	
250 GT SWB Berlinetta Scaglietti	2083 GT	Judson Dayton, Minneapolis/MN	
250 GT SWB Spider California Scaglietti	2277 GT	Carlos Hank Rhon, Mexico City/MEX	24075
250 GT SWB Berlinetta Scaglietti	2291 GT	Robert Bodin, Wayzata/MN	631168
250 GT Cabriolet Series II	2305 GT	Lammot J. Dupont, McLean/VA	

250 GT SWB Berlinetta Scaglietti	2617 GT	Gary Schaevitz, Katonah/NY	
250 GT SWB Berlinetta Scaglietti	2701 GT	Patrick Van Schoote, La Jolla/CA	MI 928367
250 GT SWB Berlinetta Scaglietti	2729 GT	Ed M. Davies, Hobe Sound/FL	10D174
250 GT SWB Berlinetta Breadvan	2819 GT	Monte C. Shalett, New Orleans/LA	3AKJ021
250 GTO Series I Berlinetta Scaglietti	3705 GT	Ed M. Davies, Hobe Sound/FL	
250 GTO Series II Berlinetta Scaglietti	4091 GT	Peter G. Sachs, Stamford/CT	
400 Superamerica Coupé Pininfarina	4279 SA	Jack E. Thomas, Jr., St. Louis/MO	018 JSY
250 GT Lusso Berlinetta Scaglietti	5791 GT	George Shelley, Palm Beach/FL	LUSSO
500 Superfast Pininfarina	5981 SF	Frank Gallogly, Englewood/NJ	FCA 230
275 GTS	7787	Peter McCoy, Beverly Hills/CA	
275 GTB/6C Alloy	07887	Nick Colonna, Palos Verdes Estates/CA	
275 GTB Berlinetta Scaglietti	08729	Donald C. Mann, Memphis/TN	
275 GTB/C	9007	Cavallino Holdings, Seattle/WA	XLW 117
330 GT 2+2	9017	Marco Piehl, Delray Beach/FL	
275 GTB/4 Berlinetta Scaglietti	09501	Wayne Sparling, Alva/FL	D43 ILE
275 GTB/4 Berlinetta Scaglietti	09565	Richard Grant, Daytona/FL	
275 GTB/4 Alloy Berlinetta Scaglietti	09609	Stewart B. Coleman, Asheville/NC	
330 GTS Spider	9765	Joseph C. Rice, Minneapolis/MN	
275 GTB/4 Berlinetta Scaglietti	09903	James Fuchs, Brookfield/WI	
275 GTB/4*S NART Spider Scaglietti	10691	Larry Carter, Los Gatos/CA	R68484
275 GTB/4*S NART Spider Scaglietti	10709	Eddie C. Smith, Lexington/NC	
275 GTB/4*S NART Spider Scaglietti	10749	Carlos Hank Rhon, Mexico City/MEX	WUA 130
365 GTB/4 Daytona Prototype Pinin Far.	11795	Arturo Keller, Petaluma/CA	24075
365 GTS Spider Pininfarina	12225	Daniel Sielecki, Buenos Aires/ARG	DNU 852
365 GTS Spider Pininfarina	12455	Jimmy Page, FL	A07 RBK
365 GTB/4 Daytona Competizione Proto	12467	William Kontes, Jupiter/FL	
365 GTB/4 Daytona Berlinetta Scaglietti	12577	Dennis Udwin, Boca Raton/FL	
365 GTB/4 Daytona Berlinetta Scaglietti	13991	Greg Chamandy, Montreal/Québec/CDN	
365 GTB/4 Daytona Competizione	14437	Charles M. Arnott, Easton/MD	
365 GTB/4 Daytona Berlinetta Scaglietti	14439	Walter Padow, Plantation/FL	
365 GTB/4 Daytona Spider Scaglietti	14739	Frank J. Zicarelli, New Kensington/PA	14RE
365 GTB/4 Daytona Berlinetta Scaglietti	16519	Joshua Teverow, Providence/RI	
365 GTS/4 Daytona Spider Scaglietti	16545	Tim Montgomery, Saratoga/CA	
365 GTS/4 Daytona Spider Scaglietti	16781	Richard Leppla, Gatos Mills/OH	107 HWL
365 GTB/4 Daytona Berlinetta Scaglietti	16889	Jonathan Eismann, Miami Beach/FL	
365 GTS/4 Daytona Spider Scaglietti	16913	Larry Simon, East Stroudsburg/PA	
365 GTB/4 Daytona Berlinetta Scaglietti	16951	Tim Montgomery, Saratoga/CA	
308 GTB Michelotto	21883	William D. Noon, La Jolla/CA	
308 GTB	22405	Mike Fisher, Bloomington/IN	
308 GTB	22571	Herb Wolfe	
308 GTS	23693	James D. Davis, Bloomsburg/PA	
308 GTB	25021	Russell Glate, Lake Worth/FL	
308 GTS	25371	Phil Bachman, Greeneville/TN	
512 BB LM	31589	Lawrence Stroll, London/England	
512 BB LM	32129	Charles T. Wegner IV, West Chicago/IL	
308 GTBi	34959	David Williams, Lake Worth/FL	
512 BB LM	35527	Todd Morici, Clifton/NJ	
512 BB LM	38181	Raymond Hartmann	
512 BBi	43799	Richard Baumgart, Singer Island/FL	

512 BBi	47565	Stephen F. Bacen	
400i Auto	50605	Al Carlidge, Apopka/FL	
512 BBi	51723	Don Bartz, Stuart/FL	
512 BBi	51753	Alfredo Di Scipio, Woodsburgh/NY	
400i Auto	51781	Bob Tallgreen, Mount Dora/FL	
512 BBi	52563	Clete Gardenhour, St. Petersburg/FL	
288 GTO	54225	Dan Heard, Baton Rouge/LA	JND596
288 GTO	57221	Larry Carter, Los Gatos/CA	FHOTGT O
328 GTB	572XX	Jack Biondo, Oyster Bay Cove/NY	
288 GTO	57697	Charles Scardina, Delray Beach/FL	F36 JEY
288 GTO	58137	Charles Schoendorf, Rowayton/CT	229 POU
308 GTS Quattrovalvole	58315	Thomas R. Dukas	
288 GTO	58339	John & Dawn Karr, Leawood/KS	288 GTO
328 GTS	63027	Lissa Spalding, Fort Lauderdale/FL	
328 GTS	70859	Ferrari-Maserati Central FL, Orlando/FL	
328 GTS	73363	Matthew Posner, Miami Beach/FL	
328 GTS	74985	Michael A. Picheco, Windermere/FL	
328 GTB	75063	Daniel Reese, Winchester/VA	
Testarossa	77327	Mitchell A. Josephs, Palm Beach/FL	
328 GTSi	77602	Jonathan C. Bravo, Vero Beach/FL	
328 GTB	77691	Rodin Younessi, Delray/FL	
328 GTS	78845	Russell Taylor, Oakland Park/FL	
Mondial T Coupé	81861	Nancy Valobra, Metairie/LA	
Testarossa	83169	Ferrari Maserati Central FL, Orlando/FL	
Testarossa	83242	Thomas Coundit, Sarasota/FL	
Mondial T	85674	Pedro A. Freyre, Miami/FL	
F40	85982	Motion Products, Inc., Neenah/WI	
F40	86403	Peter Rogal, Boston/MA	
F40	86582	Shelton Sports Cars, Fort Lauderdale/FL	
Testarossa	87095	Craig R. Martin	
F40	88034	James McCormick, New Rochelle/NY	
F40	90279	Robert E. Kiernan III, Bronxville/NY	
348 TB	91278	Thomas J. Barone, Palm Beach/FL	
512 TR	91663	Bud Strotheide, Clayton/MO	
F40	91912	Dan Heard, Baton Rouge/LA	
F40	92622	Charles Scardina, Delray Beach/FL	
348 Speciale	95114	Alan Neal Wilson, Detroit/MI	
512 TR	96206	William Hubbell	
512 TR	96222	Mark Van der Kley, Atlanta/GA	
512 TR	97029	Jeff Ippoliti, Baldwinsville/NY	
348 ts Challenge	98159	Chip Williams, Richmond/VA	
348 Spider	98557	Leopold Dorfman, Aventura/FL	
F355 Challenge	98673	Franco Ventimiglia	
F512 M	99757	Lionel Fernandez Lopez, Guyanabo/PR	
456 GT	99998	Darrell G. Selig, Gahanna/OH	
F512 M Hamann	100032	Peter Unverdorben, Cresskill/NJ	
F355 Challenge	100385	David Barr	
F355 Competizione	100433	Jeff Ippoliti, Baldwinsville/NY	
F355 Spider	103930	Arthur Steinberg	
F355 Challenge	104101	Toni Martinez	
F50	104149	Anonymus	LFW34S

F50	104177	Louis P. Scafuri, Cohasset/MA	FORZA1
F50	104149	Richard Kurtz, Alpine/NJ	
F50	104248	Ron del Gaudio, Sea Cliff/NY	
F355 Challenge	104426	Michael Hayes	
F355 Challenge	104640	Peter Unverdorben, Cresskill/NJ	
F50	104747	Russell Cole, Deerfield/IL	
F50	104799	Dan Heard, Baton Rouge/LA	
F355	104987	David L. Zicarelli, New Kensington/PA	
F355 Berlinetta	105245	Joseph Herman, Boca Raton/FL	
F355 Berlinetta	106222	John A. Flasco, Miami Lakes/FL	
F355 Challenge	108145	Kevin Ryan	
F355 Challenge	108351	Thomas Cirillo	
550 Maranello	108954	Luis R. De Corral	
550 Maranello	109219	Don Ambrose	
F355 Spider	113228	Eddie C. Smith, Lexington/NC	
550 Maranello	114658	Luis Alvarez Renta, Coral Gables/FL	
550 Maranello	116099	Robert Zweben	
360 Modena	117744	Augustin Fernandez	
360 Modena	117848	Ron del Gaudio, Sea Cliff/NY	
360 Modena N-GT (#007)	118459	JMB Giesse Team, Paris/France	
360 Modena	118560	Steve Volk, Fort Lauderdale/FL	
360 Challenge	118777	Tony Gaples	
360 Challenge	118791	Christopher M. Wood	
360 Modena	119032	Michael Griffin	
360 Modena	121928	Fred Nicotra	
360 Modena	122331	Michael Chao, Morganville/NJ	
360	122276	J. C. & Liz Solomon	
360 Challenge	122886	Louis P. Scafuri, Cohasset/MA	
360	123123	Herman Kurzweil, Englewood Cliffs/NJ	
360 Challenge	123494	Mandy Reimert	
550 Maranello	123755	Tom Grudovich	
550 Maranello	123757	Stephen C. Darrah	
550 Barchetta	124144	Jorge J. Carnicero, McLean/VA	
550 Barchetta	124293	Anonymus	MGL 20X
550 Barchetta	124351	Anonymus	BZE 2987
550 Barchetta	124375	Louis P. Scafuri, Cohasset/MA	
550 Barchetta	124392	Robert M. Wallach, Mill Neck/NY	
550 Maranello	124608	Steve Kinzelberg	
550 Maranello	124883	Hal Nichols, Sylvania/OH	
360 Spider	125836	Tony Gaples, Lake Forest/IL	
360 Spider	126207	D. Grant Morgan, Greenwich/CT	
360 Spider	126333	Steven Solomon, Pound Ridge/NY	
360 Spider	126809	Louis Bevilacqua, Longboat Key/FL	
360 Challenge	126902	Gary Schaevitz	
360 Spider	127208	Norman Wexelman, Boca Raton/FL	
360 Challenge	127343	Brad Egna	
360 Spider	127513	Miguel Hernandez	
360 Spider	127887	Gary Roberts	
360 Spider	128240	Joseph Meccariello	
360 Spider	128420	Kenneth G. Meade	

360 Modena	129355	Roberto Fata	
360 Spider	129942	Vincenzo Bordone	
360 Spider	130016	Louis Scafuri, Cohasset/MA	
Enzo	130270	Ferrari Maserati NA, Englewood Cliffs/NJ	
246 GT Dino Coupé Scaglietti	03586	Jay Lawrence, Palm Beach/FL	
246 GTS Dino Spider Scaglietti	03914	John & Dawn Karr, Leawood/KS	
246 GTS Dino Spider Scaglietti	04302	Walter Padow, Plantation/FL	
246 GT Dino Coupé Scaglietti	04938	Dennis Udwin, Boca Raton/FL	
246 GTS Dino Spider Scaglietti	05816	Michael Schaad, Knoxville/TN	
246 GTS Dino Spider Scaglietti	06826	Donald C. Mann, Memphis/TN	
246 GTS Dino Spider Scaglietti	08472	Frank J. Zicarelli, New Kensington/PA	
308 Dino GT4 Bertone	10156	Ira Schwartz	
F40		Luis Alvarez Renta, Jr., Coral Gables/FL	
360 Challenge		Kurt Carlson, Rockford/IL	
360 Spider		Ron del Gaudio, Sea Cliff/NY	
360 Spider		Robert M. Wallach, Mill Neck/NY	
360 Spider		Arlen Issette, Deerfield/IL	
250 GT Lusso Berlinetta Scaglietti			EE 60538



Arrivée matinale de 58137 à Palm Beach.

Résultat = GOLD

FERRARI CLUB OF AMERICA ANNUAL MEET

SEBRING, FLORIDA,
2 – 4 APRIL 2003



HARTFORD CONCORSO FERRARI 2003 WINNERS
20 JUNE 2003
HARTFORD, CT

by Cyrille Jaquinot

CLASSE 1 – 308/Mondial

1st Place : Salvatore Laudano – 1983 Mondial QV Cabriolet

2nd Place : Michael Simonetta – 1985 308 GTSi QV

3rd Place : Barry Cross - 308 GTSi

CLASSE 2 – 328

1st Place : Jeff Jones – 1989 328 GTB

2nd Place : Shachar & Debbie Tauber – 1988 328 GTB

3rd Place : Gabriello Gabrielli – 1989 328 GTS

CLASSE 3 – 348/355/360

1st Place : Dennis Liu – 1995 F355 Berlinetta

2nd Place :

3rd Place :

CLASSE 4 - Flat 12 cylinder

1st Place : Mark Shair – 1988 Testarossa

2nd Place : Joel DeLuca – 1984 512 Bbi

3rd Place : Joseph Vasile – 1991 Testarossa

CLASSE 5 – Classic V12

1st Place : Mike Covello - 1972 365 GTC/4

2nd Place : Mark Diebolt - 1985 400 i

3rd Place : Andrew Bass - 1987 412

CLASSE 6 – Vintage V-12

1st Place : Dan & Michelle Kary - 1955 250 GT Pinin Farina Speciale

2nd Place : Wayne Carini - 1967 275 GTB/4

3rd Place : David Letterman - 1962 400 Super America

CLASSE 7 – 246 Dino

1st Place : David Friar – 1974 246 GTS

2nd Place : Dennis Bosch - 1973 246 GTS

CLASSE 8 – Modern Limited Production

1st Place : Charles Schoendorf - 1985 288 GTO

CLASSE 9 – Competition

1st Place : Stan Zagorski - 1956 500 TR

2nd Place : John Tirrell - 1997 F355 Challenge

CLASSE 10 – Mondial

1st Place : David Monk - 1988 Mondial 3,2 Coupe

2nd Place : Bill Shaw - 1984 Mondial

MAJOR AWARD WINNERS :

David L. Friar Connecticut Children's Medical Center
Children's Choice Award :

Stanley Cohen – F 50

J. Namnoun Award - Best Restoration:

David Letterman - 1962 400 Super America

F40 Motorsports Award – Car You Most Want to Drive Home :

David Letterman - 1962 400 Super America

Miller Motor Cars Award – Most Exciting Ferrari :

Stan Zagorski - 1956 500 TR

Best Show Award :

Stan Zagorski - 1956 500 TR

Exceptional Merit Award :

Dan & Michelle Kary - 1955 250 GT Pinin Farina Speciale



2004 GREENWICH-CONCOURS D'ELEGANCE AWARDS

GREEWICH, CT

5 - 6 JUNE 2004

By Cyrille Jaquinot

2004 GREENWICH CONCOURS EUROPA AWARD WINNERS (Ferrari present)

CONCOURS EUROPA - BEST IN SHOW

Presented by Automobile Magazine

1962 Ferrari 400 Superamerica Aerodinamica - Peter Kalikow, NY

CONCOURS EUROPA

Best Italian Sports/Touring Car - 1946-1953

1951 Ferrari 212 coupe - Autosport Designs, NY

CONCOURS EUROPA

Best Italian Sports/Touring Car - 1956-1962

1957 Ferrari 410 Superamerica coupe - Chris La Porte, IL

CONCOURS EUROPA

Best Italian Sports/Competition Car - 1945-1957

1955 Ferrari 750 Monza - Bruce Perrone, PA

CONCOURS EUROPA - BEST SPORTS/COMPETITION CAR - POST-WWII

Presented by Audi of America, Inc.

1962 Ferrari 250 GTO - Autosport Designs, NY

CONCOURS EUROPA

Best Italian Sports/Touring Car - 1963-1964

1964 Ferrari 250 GT Lusso Berlinetta - Arthur Estey, NY

CONCOURS EUROPA

Best Italian Sports/Touring Car - 1965-1966

1965 Ferrari 275 GTB Berlinetta - Greg Manocherian, NY

CONCOURS EUROPA

Best Italian Sports/Touring Car - 1967

1967 Ferrari 275 GTB4 Berlinetta - Mel and Joy Weiss, NJ

CONCOURS EUROPA

Best Italian Sports/Touring Car - 1973-1974

1974 Ferrari 308 GT4 Dino coupe - Barry Wagner, NY

CONCOURS EUROPA

Best Italian Sports/Gran Turismo Car - 1978-1984

1984 Ferrari 512 Berlinetta Boxer - Michael Stuart Barber, NY

CONCOURS EUROPA

Best Italian Sports/Gran Turismo Car - 1985-1989

1985 Ferrari 288 GTO coupe - Charles Schoendorf, CT

CONCOURS EUROPA

Best Italian Sports/Gran Turismo Car - 1990-2001

1990 Ferrari F40 coupe - Mark Davies, NY

CONCOURS EUROPA - CAR WITH THE MOST OUTSTANDING FINISH

Presented by Meguiar's

1965 Ferrari 275 GTB coupe - Michael Bruno, Jr., NY

CONCOURS EUROPA - MOST OUTSTANDING FERRARI

Presented by Ferrari North America

1962 Ferrari 400 Superamerica Aerodinamica - Peter Kalikow, NY

CONCOURS EUROPA - AWARD OF EXCELLENCE

1970 Ferrari 246 GT Dino - Robert Machinist, CT

CONCOURS EUROPA - AWARD OF EXCELLENCE

1967 Ferrari 275 GTB/4 Berlinetta - Mitchell Eitel, NY





58137











58137

INSCRIPTION DE 58137 DANS LES CLUBS FERRARI

58137 a été inscrite par son ex propriétaire Mr Charles Schoendorf, collectionneur automobile américain, au Ferrari Club Of America en 1990.



58137 a été inscrite automatiquement dans le chapitre New England Region du Ferrari Club Of America.



58137 et sa littérature

- Journal Ferrari Market Letter Volume 11, n° 03, février 1986. En vente.
- Journal Ferrari Market Letter Volume 11, n° 04, février 1986. En vente.
- Catalogue de la vente aux enchères, Guernsey Auction, New York, 8 octobre 1989.
- Journal Ferrari Market Letter Volume 15, n° 01, janvier 1990. En vente.
- Quotidien Los Angeles Times du 18 février 1990, publicité, en vente.
- Journal Ferrari Market Letter Volume 15, n° 03, juin 1990. En vente.
- Journal Ferrari Market Letter Volume 16, n° 14, juillet 1991. En vente.
- Journal Ferrari Market Letter Volume 17, n° 04, février 1992. En vente.
- Livre Ferrarisssima n° 20, février 1994, châssis cité page 122.
- Revue Sports Car Market, décembre 1997, en vente.
- Journal Ferrari Market Letter Volume 24, n° 14, juillet 1999. En vente.
- Journal Ferrari Market Letter Volume 24, n° 15, juillet 1999. En vente.
- Journal Ferrari Market Letter Volume 24, n° 16, août 1999. En vente.
- Journal Ferrari Market Letter Volume 24, n° 17, juillet 1999. En vente.
- Journal Ferrari Market Letter Volume 24, n° 18, septembre 1999. En vente.
- Journal Ferrari Market Letter Volume 24, n° 15, juillet 1999. En vente.
- Journal Ferrari Market Letter Volume 25, n° 04, février 2000. En vente.
- Journal Ferrari Market Letter Volume 25, n° 05, mars 2000. En vente.
- Journal Ferrari Market Letter Volume 25, n° 06, mars 2000. En vente.
- Journal Ferrari Market Letter Volume 25, n° 07, avril 2000. En vente.
- Journal Ferrari Market Letter Volume 25, n° 08, avril 2000. En vente.
- Journal Ferrari Market Letter Volume 25, n° 09, mai 2000. En vente.
- Journal Ferrari Market Letter Volume 25, n° 10, mai 2000. En vente.
- Magazine Cavallino n° 122, avril/mai 2001, châssis cité page 30 et 34.
- Magazine Club Ferrari France n° 35, l'année 2001, page 50.
- Magazine Cavallino n° 134, avril/mai 2003, page 39, 43.
- Revue Horse Tales du Ferrari Club of America, region New England, issue n° 3/2003
- Magazine The Prancing Horse du Ferrari Club of America n° 148, 2003, page 24.
- Ferrari Magazine du Ferrari Owner's Club UK n° 138, summer 2003, page 49.
- Revue Hemmings Sports & Exotic Car n° 27, novembre 2007, page 18 à 23.
- Magazine Cavallino n° 173, octobre/novembre 2009, page 55.
- Ferrari Magazine du Ferrari Owner's Club UK n° 164, winter 2009, page 51.
- Revue Hemmings Motor News, août 2011, page 22 à 25.
- Magazine Forza n° 119, août 2012, page 26 à 31.
- Livre Ferrari 288 GTO par Joe Sackey, septembre 2013.

58137 en vidéo sur youtube

https://www.youtube.com/watch?v=cHf2Olyw_wo&list=UUYGphWyvFHDXUJjsqLPlqrw&index=1&feature=plcp

https://www.youtube.com/watch?v=A2n1M07_TLM&list=UUYGphWyvFHDXUJjsqLPlqrw&index=1

<https://www.youtube.com/watch?v=tcrji4u1NJs&list=UUYGphWyvFHDXUJjsqLPlqrw&index=2>

MONTEREY 2007-VINTAGE RACING AT THE HISTORICS



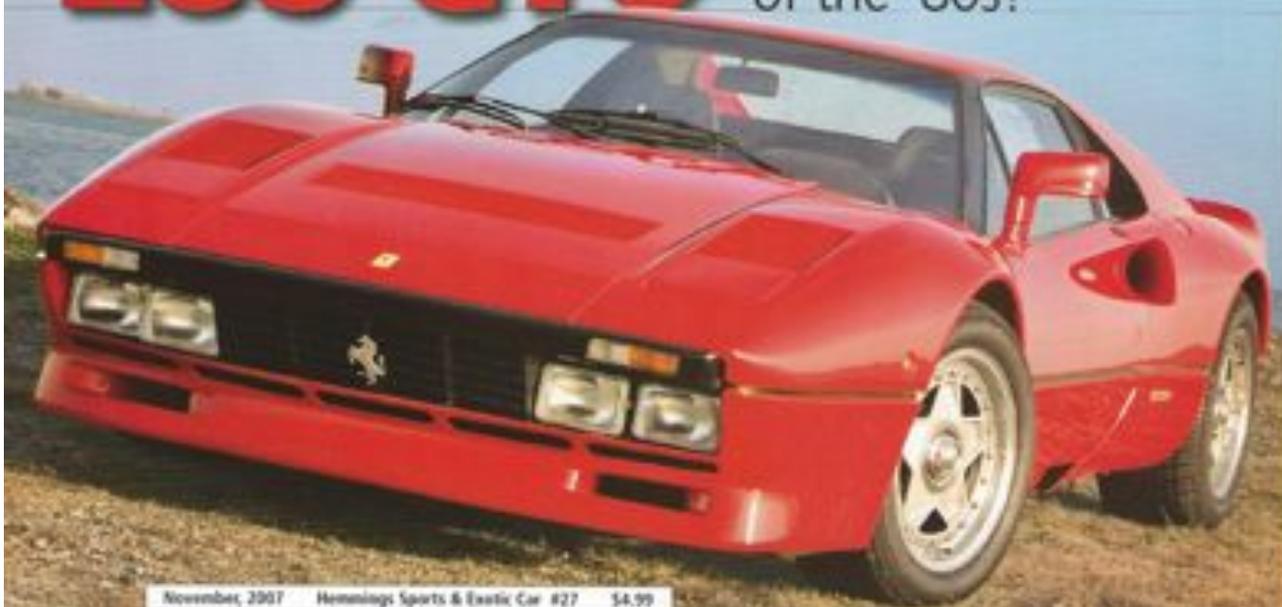
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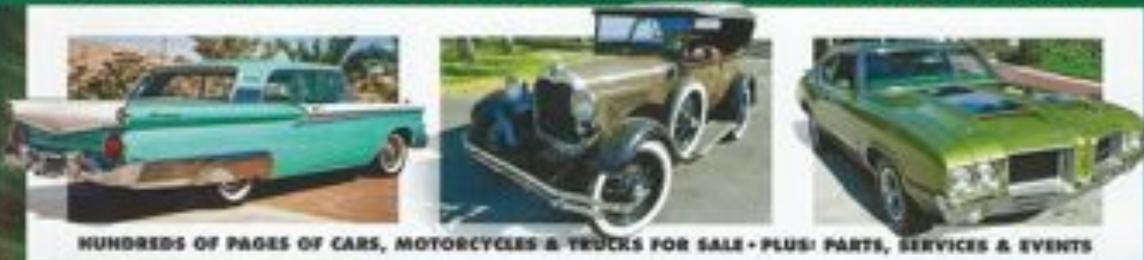
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1966-1976 Jensen Interceptor

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1968 Plymouth Fury III

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The Book of the
Ferrari
288
GTO

Joe Sackey

Foreword by
Ingegnere Nicola Materazzi

DOSSIER HOMOLOGATION FISA DE LA 288 GTO



AUTOMOBILE CLUB D'ITALIA
COMMISSIONE SPORTIVA AUTOMOBILISTICA ITALIANA
FEDERATION INTERNATIONALE DU SPORT AUTOMOBILE

Homologation N°
Omologazione N°

B-273

Groupe **A/B**
Gruppo

FICHE D'HOMOLOGATION CONFORME A L'ANNEXE J DU CODE SPORTIF INTERNATIONAL
SCHEDA D'OMOLOGAZIONE CONFORME ALL'ALLEGATO J AL CODICE SPORTIVO INTERNAZIONALE

Homologation valable à partir du **- 1 JUIN 1985** en groupe **B**
Omologazione valida a partire dal in gruppo

Photo A
Foto A



Photo B
Foto B



1. DEFINITIONS / DEFINIZIONI

101. Constructeur **FERRARI SpA**
102. Dénomination(s) commerciale(s) – Modèle et type
Denominazione(i) commerciale(i) – Modello e tipo **GTO**
103. Cylindres totale
Cilindrata totale **2.855,00 x 1,4 = 3.997,11** **cm³**
104. Mode de construction
Tipo di costruzione
- | | | |
|-------------------------------------|--------------------------------|---------|
| <input type="checkbox"/> | alpiante, matériau de chassis | acciaio |
| <input checked="" type="checkbox"/> | separata, materiale del telaio | acciaio |
| <input type="checkbox"/> | monocoque | |
| <input type="checkbox"/> | monoscocca | |
105. Nombre de volumes
Numero dei volumi **3**
106. Nombre de places
Numero dei posti **2**



Luigi Baccarelli

