



Gran Turismo

The Official Publication of the
Apollo Owners Registry

From the Editor's Desk...

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Supplier Special – Directory of Apollo Vendors

With so many Apollo restorations in the works, the editor and others are receiving calls and e-mails about potential suppliers and specialists who can solve the inevitable problems an owner of a hand-built exotic can face. So, we thought an issue devoted to our specialist vendors would be appropriate.

Since taking over production of the newsletter in 2004, the editor has focused efforts on developing a team of vendors who can supply or locate just about anything required by the Apollo. These specialists have thus been featured within the pages of this newsletter.

Additionally, other projects are in the works to increase the availability of components and services for all of our members. We've mentioned in the past: Chassis ID plates (the art for which is being created by a graphic artist local to the editor), fuel tanks (report in this issue) and grilles (still working on that one). We now



Milt Brown discusses the finer points of body construction with "our" panel beater in Italy, Ricardo. Note Apollo "nose" clip buck in the background. We're looking to provide more components in the future. Stay tuned...

have a supplier of complete "nose" pieces – hand-crafted in steel – that are delivered ready to weld to the front of the car (see report this issue). Replica mufflers, bumpers, wiring harnesses – all kinds of critical components that we'd like to reproduce are also on the agenda. Look for reports on these projects in the future.

Further, if you have experience with a vendor not fea-

tured in this issue, send us word to check him or her out. Or if you've had a problem with one of the suppliers listed, let us know that, too.

For now, though, review this issue for the vendors who offer products and services specific to our Apollos.

I hope this helps!

Bob Northrup

No. 1003

Gran Turismo

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News and Updates



Replica Fuel Tanks Now Available

The editor and Jack Woods have collaborated with Robert Wooley of Customs and Classics, Moscow TN,



Repro tank is made of aluminum and follows the pattern & contours...



...of original (rusty) steel tank.

to recreate a look-alike replica of the Apollo fuel tank. Robert is the craftsman



who assembled Don Mann's original "unassembled" car back in 2006. This time crafted the tank from aluminum, thus eliminating the possibility of rust-through.

As such, the crimped and soldered seam of the original (known as a "Pittsburgh" seam) is not possible. However, Robert has been able to duplicate the original's "ribbing" on the bottom. When painted

and installed, it should be indiscernible when compared to an original.

Mr. Wooley says the price is \$1,405 delivered to your door. And it's guaranteed not to rust!

Call Robert at 901-877-0007 for details.



Detail of strengthening ribs as per original design.

Koni Shock Update

Four years ago, Jack Woods (car no. 1008) shared his experience with Koni shock absorbers for his car and he's thoroughly happy with their performance. We thought we'd repeat his information as we've had several owners asking for new dampers:

Koni Classic Front: 8040 1019 (1963 Chevrolet Corvette)

Koni Classic Rear: 8212-55 (Dodge Challenger or Charger)

According to Jack, you can contact Bob or Gordon at Koni by calling 859-586-4100. Jack's caveat is that he ordered his shocks in 2004, so the people may have moved on.

By the way, Terry Smith has installed this combination on his Apollo; he'll report on his experience in the future.



Complete Reproduction “Nose” Clip Now Available

Thanks to Milt Brown, we now have a supplier of new Apollo front end pieces that are hand beaten the original Italian way...because these are made in Italy!

When working in Italy with the owner of one of his Apache Formula Junior race cars last year, Milt discovered a panel beater of incredible skill and – get this – reasonable prices! Milt then produced a fiberglass “buck” (pulling the mold from an

Apollo with an undamaged front end) and shipped it to Italy.

So far, two front clips have been produced and both look sensational. And the cost is a very reasonable \$3500, including shipping from Italy (price can vary due to changes in currency values). This is about half of the cost of a US-made clip.

Interested owners should contact Milt by phone at Apollo Design: 510-704-0772.



Detail of headlight “scoop” and turn signal fairing.



Monterey Weekend is Now Past...

The perennial question is: Should we support the *Concorso Italiano* every August?

One of our members, Denny Paul (winner of the 2005 Motor Trend Classics Highway 101 trophy), is out on the 18th green every year. However, this year, the



Concorso moves to a new venue that may prove less conducive to our needs as a club of an extremely rare – yet obscure – grand touring sports car.

Denny will report on the Concorso after participating in this year’s event this week. Some have suggested we stage our own event (maybe at different parts of the country); others have suggested partnering with another concours event.

What do you think?



Contact the editor at:

apolloregistry@yahoo.com



YnZ Yesterday's Parts

Where to get your thoroughly accurate Apollo wiring harness.

For Gene Zdundowski of Redlands, California, like many who supply the collector car industry, his business of reproduction wiring harnesses started out as a hobby. And how that hobby has grown...

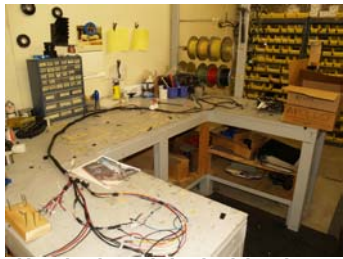


Gene and his lovely wife, Donna, run YnZ as a real team. She also knows her cars!

"In 1968, while I was in college, I had the opportunity to restore a Stanley Steamer for the owner of Movieland Cars of the Stars out here in southern California," remembers Gene. My father-in-law was a steam fitter, and together we did the job. As a reward, the Steamer owner bought us a 1928 Chevrolet.

"We restored that car with the intent of showing it. We had to fabricate the wiring harness, which was shot. Remember, back in the late 1960s, there weren't many companies catering to antique car restorers.

"We showed the car at the Antique Automobile Club of America meet and took a "First Juror" award. After, one of the judges asked about the wiring harness. "Where did you get that harness?" I replied "We made it!" That's



Here's the original wiring harness used as a pattern for new ones. It may have come from Jack Triplett's car.

when he asked us to make one for him.

"We decided we could finance our restoration projects by manufacturing and selling reproduction harnesses. That's how we started. We formed a joint partnership in 1970, then incorporated in 1974."



Each new harness is crafted one-at-a-time by hand according to the original pattern

From those humble beginnings, YnZ (named after Mr. Young, Gene's father-in-law and Zdundowski) has developed a first class reputation major restoration shops around the world. "Four years ago, half the cars at Pebble Beach had YnZ harnesses.

What makes YnZ's harnesses so popular is Gene's insistence on absolute original

looks combined with the latest and best materials available, which means accuracy *and* durability. For example, all of their cloth-covered lacquered wire is braded as per original, but the cloth and lacquer (acrylic) are superior to the original stuff (Apollos



YnZ's craftsmen take great pride in assembling harnesses for rare and exotic cars.

used a few yards of lacquered cloth wire).

Another example is the connectors and terminals. They manufacture their own to maintain accuracy and quality, and when assembling them to harnesses, all terminals and connectors are first crimped to the wire for a positive mechanical connection, then soldered.

The Apollo harness currently reproduced by YnZ is from a late model (Gene thinks it was for Jack Triplett's con-



You want rare? This is rare! The Porsche 917 pattern is on the opposite aisle!

vertible) 5000 GT. Instead of harness tape, YnZ instead installs the correct "shrink" tubing cover over the entire harness, as per original.

(The editor is currently working with Gene to determine the difference between early and late cars in order to develop a range of correct harnesses. However, no. 1003 – the first production Apollo – has a six-fuse box, smaller than any other! E-mail the editor with your car's fuse box specs at apolloreistry@yahoo.com)

This attention to detail has led many shops to contact Gene about creating duplicate harnesses for many low-volume cars, including



Each harness is tested for quality and performance.

among others, old Ferraris, Alfas, Lancias, Duesenberg, Fiat 8V, Lotus, even a mighty Porsche 917 race car with exotic Teflon coated silver wires.

If your Apollo needs a new harness, don't mess around with that hot rod stuff. Call Gene at 909-798-1498 and keep your car original.

Supplier Directory

Components, reproduction items and services for your Apollo

The following companies feature products and services that cater to our needs as Apollo owners.

Body Parts

Apollo Design

Milt Brown
510-704-0772

Front end ("nose") sheet metal assembly

Electrical and Trim Italia Reproductions

John Fortney
www.italiareproductions.com
800-488-5209

Reproduction lights, "Intermeccanica" script, trim, composite bumpers

ReOriginals

Matt Jones
www.reoriginals.com
713-849-2400

NOS and reproduction lights, switches, trim, windshields

MAD Enterprises

Mike Dunn
www.madenterprises.com
510-742-6780



Reproduction interior switch knobs

Robin DePry

626-643-2100 (mobile)
909-337-4778

NOS headlights and trim rings

YnZ Yesterday's Parts

GeneZdundowsk
www.ynzesterdaysparts.com
909-798-1498

Reproduction wiring harnesses

Chassis Components



Dragone Classic Cars

David Reed
www.dragoneclassics.com
203-355-4643

New Borrani wire wheels

Coil Spring Specialities



Greg Pflum
785-437-2025

New Apollo coil springs

Engine Components and Services

D&D Fabrications

Mark LaGrou
www.aluminumv8.com
810-778-2991

Components, blocks, heads; complete engine building services including high performance upgrades

O'Brian Truckers

Dennis O'Brian
508-248-1555



Reproduction "no name" finned aluminum valve covers as per original spec.

Mirrors

Talbot & Co.

Günther Hensele
www.talbot.com
562-699-8887

Talbot Racing Mirrors (original specification)



Steering Wheels

Mike Lempert
843-856-7542

Restoration and reproduction of original wheels



Fuel Tanks

Customs & Classics

Robert Wooley
901-877-0007

Reproduction fuel tanks in aluminum



Badges

Pamela David Enamels

c/o Robert Northrup (editor)
apolloreistry@yahoo.com



Reproduction cloisonné nose and steering wheel badges

(Please note that PDE is in the UK and does not provide gold plating of the badges; the editor handles the plating in Dallas Texas and also sends payment in British pounds.)

Apollo Logo Wear

L & S Embroidery

Linda
925-635-8592

Polo shirts, caps, and jackets embroidered with the official Apollo "sunburst" logo.

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Milt and Bob's European Adventure

Modern flight and many accumulated frequent flyer miles made it possible for Milt Brown and the editor to visit Italy this past May for the Mille Miglia retrospective rallye, along with a trip to Monaco to witness one of Milt's Apache Formula Jr. cars competing in this year's historic race.

It also provided the opportunity to survey the shop of our crafter of Apollo body parts (currently just the nose section as reported earlier) and of course a visit to the sanctum sanctorum, the Ferrari Factory museum.

We hope you enjoy the photo essay...



What you can't read is Enzo's quote: "Pull my finger!"



For some, the "pearly gates."



Outside our hotel on Lake Garda.



Here's Franco Beolchi in one of Milt's Apaches.



Mille Miglia!



After a meal like this, who would go to the Olive Garden again?!



Right: German Apollo enthusiast Jürgen Rott and family at the Mille Miglia. They are moving to the US this month.

PS — Parting Shot

The site of this unusual pick up in a nearby town just begged the editor snap a photo for this issue's *Parting Shot*.



"Rufus was proud of his efforts to build this vehicle into a land speed record pick up. Unfortunately, no one else was..."

