



# Gran Turismo

The Official Publication of the  
Apollo Owners Registry

## Apollos Shine in two Eastern Concours

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Roy Jaffe and Don Mann helped to spread the Apollo gospel by featuring their cars in events east of the Mississippi, to the delight of enthusiasts and the press alike.

Roy entered the *Old Westbury Gardens* on Long Island, New York, and his car was featured on page 62 of the December *Hemmings Motor News*.

“Regarding my Apollo — No. 1015 — Jim Donnelly did a fabulous three-page article and photography of this glorious show last June. This annual car show is the highlight event for the New York Region of the Antique Automobile Club of America. For some 40 years, it has been held at the prime Long Island 160 acre estate at Old Westbury Gardens, containing the Phipps' mansion and lush gardens. About 400 cars and trucks were on the lawn.

“The Apollo always attracts attention, since the first question asked is, ‘what is



Roy Jaffe's car at the old Westbury Gardens concours held on Long Island , NY last June. Photo courtesy *Hemmings Motor News*

it?” For shows, I prepare and mount on the windshield a description document starting with its origin, custom built Intermeccanica body, engine, mechanicals, and performance.

*(Would any of you want a “standard” placard like this from the Registry? Ed.)*

“My 5000 GT was completely restored two years ago; this project included [refurbishing] the entire body, chrome, restoring the Borrani wire wheels, new tires, and new windshield

and back window moldings. Nothing was done with the original interior which is still in excellent condition.

“The car now has 60,786 miles.”

A large color photo of Roy's red Apollo appeared in the story with a complimentary “It's rare to see an original Apollo GT...” caption.

Because of the media coverage of this show, Roy's experience in a “local” concours makes an excellent case for supporting local and regional events.

**Continued on Back Cover**

## Gran Turismo

### Editorial Board

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## From the Editor's Desk... Time for a new venue?



For almost a decade, the *Concorso Italiano* in Monterey has been our almost a home for our club members to display their cars. Originally, the event was established by Maserati enthusiast Francis

ises, which he found at the Blackhawk Country Club, once the golf course for the now defunct Fort Ord army base.

Then Sr. Mandarano sold his Maserati business, the

indication that *Concorso Italiano* is no longer a quality event that can provide a nice backdrop for obscure Italian cars as well as draw a decent crowd. In deed, comments by two international automotive journalist (both of whom receive this newsletter) indicated that the 2008 event was a disaster and they will no longer report on the *Concorso* for their magazines.



**The *Concorso Italiano* will never be like this again!**

Mandarano as a means by which his club members could display their cars at a fest that celebrated all things Italian during the Monterey weekend in August, which culminates in the fabled *Pebble Beach Concours d'Elegance*. *Concorso* was held at the prestigious Quail Lodge, which offered a spectacular backdrop.

Sr. Mandarano was quick to realize that there were many Italian marques that had little representation in other events and so opened the *Concorso* to any and all cars with Italian parentage/heritage. Our Italo-American Apollo certainly fit the bill.

However, the Lodge decided to establish its own automotive event and sent Mandarano looking for other prem-

club, and the event to different parties, and the new owner of the *Concorso* has taken the event downhill, even allowing it to evolve into more of a Ferrari-Alfa-Fiat club meet – with scant emphasis on cars like ours – than a concours d'elegance.

The 2008 edition, held at a local airport, was a clear

This understandable change of heart has implications for us, as the *Concorso* has provided a showcase for the press to see and report on our Apollos: Witness Denny Paul's winning of the inaugural *Motor Trend* "Highway One" award ("The car we'd most like to drive along California's coastal highway) as well as the report on the 2006 Apollo Reunion in *Autoweek* magazine.

**Continued on back page...**



**Carmel California's *Concours on the Avenue* could prove to be an excellent home for Apollos.**

## East Coast Concours Events...cont'd

Later this past fall, Don Mann drove his car No. 1047 (and the last Apollo ever assembled) up to Louisville, Kentucky:

are very inexperienced, which was a problem in the organization of classes, judging and awards. They were trying to pattern the event after Meadowbrook (a true



**Don's Apollo at Churchill Downs. What a thoroughbred!**

"I did attend the inaugural Louisville *Concours at Churchill Downs*. The venue was terrific and the best part of the show, [but] the organizers'

"Concours": closed hoods, no underbody inspections, no concern for originality -- it's all about style!), which is fine. They just needed to tell



**The Ferrari event at the Biltmore Mansion in N. Carolina.**

the participants what was going on.

"I also had the Apollo at the *Memphis Cars Italia* show on Father's Day. It won a trophy for Best Italian (not Ferrari, Maserati or Lamborghini, which had their own classes) – I guess that means I beat out the two Fiats!

"Finally, I attended the *Fer-*

*rari Cup Challenge* in at the Biltmore Estate in Asheville, North Carolina.

"With all of this, I've put over 2,500 miles on the Apollo – no trailer queen this! The car is running perfectly and the air conditioning works pretty well. So it's developing into the reliable, comfortable tour car I had hoped for!"

## Parts Update: Chassis ID Plates & Shift Knobs

### Chassis ID Plates Available

A project announced over a year-and-a-half ago has finally come to fruition: Brand new, authentic Apollo chassis ID plates are now available.

These are replicas of the original International Motor Cars plates for 3500 and 5000 GTs.

We commissioned a total of 27 (16 5000 GT, 11 3500 GT), so there are several of each available. For those of you who didn't order an ID

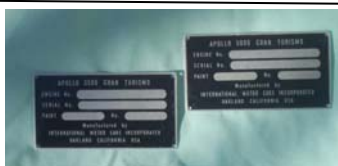


plate last year, but need one now, they are \$25.00 each including shipping & handling.

Contact the Editor at: [apolloreistry@yahoo.com](mailto:apolloreistry@yahoo.com) to purchase yours.

### Aluminum Shift Knobs Available for Order

Most Apollos came with a little white plastic ball that

served as the shift knob (same as the '62 Chevy Corvette). But a few of the cars built at IMC were treated to a very nice aluminum knob made by Milt Brown (he had an accessory company at one time). One was the original convertible (no. 2001); another was The Turin (Italy) show car.

The knob the editor has created is not an exact replica of what Milt produced so long ago, but it is in keeping with the era and spirit of the Apollo. And they are hand-

crafted here in America:

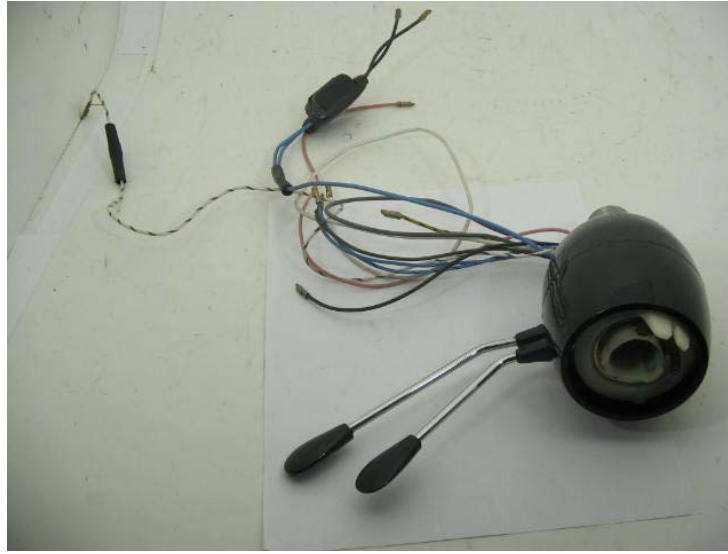
- Solid polished aluminum for \$85
- Polished aluminum with a small enameled Apollo badge for \$185

If you want to order a knob, contact the Editor at [apolloreistry@yahoo.com](mailto:apolloreistry@yahoo.com)



## Technical Update: Later Apollo Steering Column

Arch Apollo enthusiast Denny Paul has done some extensive research into the later steering column used on our cars, beginning with car number 1016. All previous cars had a tubular, chrome plated shaft that designer Milt Brown patterned after the pre-war Bugattis (“I liked the looks of it”) that necessitated the use of a mechanical turn signal on the dash to the left of the tach/speedo binnacle (it was a quality piece with a “jeweled” movement).



This was partially the result of no steering column being available to the coachbuilder, Intermeccanica, when the Apollo was originally designed and launched. All electrical components were pur-

chased at the Carello Outlet store in Turino, and the item simply wasn't available. That's why a number of very “small run vehicles” built in that town during the period had solid steering columns like the Apollo.

So, Denny's research is for most of you:

“Several different steering column heads were used on [later] Apollos. By head I mean the component that holds the turn signal switch

and light dimmer. Mine appears to have a Maseratti head, but some [may] used a Fiat head. Chris Obert at Fiat Plus offers two types. If you go to [fiatplus.com](http://fiatplus.com) and at the top search field put in “hswitch,” you will see several items.

“One is HLSwitchN which is a smaller unit and maybe used on early cars after the first 15 or so. Another is HLSwitch1N. This is larger or longer and similar to my late car, no. 1067. A third is 4069104N. I think this is what the Intermeccanica Italias used.”

## Parts Update...cont'd

Some of your cars have been equipped with aftermarket shifters, such as Hurst. Indeed, Vettas came with Hurst shifters (but the lever is both ugly and difficult to use, as I discovered driving one last fall).

Paragon Reproductions in Michigan sell a very nicely crafted replica of the 1962 Corvette shift lever – as used on the Apollo and it comes with the white plastic shift knob – and it's designed to install on Hurst shifters while retaining the original look. It is a quality item.

The part number is 11052 and it runs about \$121.

Check this neat solution out visiting the company at:

[www.paragonreproductions.com](http://www.paragonreproductions.com)  
for more information.



## Supplier Showcase – Cork Adams, Borrani Wire Wheel Restorer Extraordinaire

We tend to associate restorers of exotic cars and parts with more exotic locations, such as the Bay Area, So. California (a hotbed of car culture), even Northern Italy. That's why it's so intriguing to find Cork Adams's workshop in the sleepy town of Quincy, Illinois, located on the Mississippi River.

How he got there – to restore Borrani's as well as anyone in the world – is a story itself: "I'm from Tacoma, Washington originally. After I left the military, I went to work for a heavy construction company and was transferred to Guam to work on a project, and there met and married an American girl.

"After my project was up, we returned to the States I ended up working for another construction firm, this time out in New Mexico, and there I bumped into the guy who was making Tru Spoke wire wheels; mostly hot rod stuff. This was in the early 80s. He then moved to Phoenix to work on a project and in 1986 decided he wanted to restore high-end wire wheels – not cheap ones like the Tru Spokes – and asked me to partner with him. This lasted only three months, but I had learned enough to get the business going." This was all done on the side, of course.

Cork later relocated to Northern California and settled down to raise a fam-



ily while continuing to build his wheel restoration business. Then tragedy struck: His wife died from cancer in 1991, so Cork tended to business as a means of dealing with his loss.

Later, at the end of the decade, "I met a girl in Silicon Valley that was originally from the Midwest. She told me how lovely it is out there, and convinced me we should relocate to Quincy. So we did!"

Currently Cork's wife runs a bed and breakfast while he tends to the many Borrani's that need restoring in his old shop. "We've done a couple of sets of Apollo Borrani's over the years. They're pretty much standard Borrani design and construction.

"Borrani's are just the strongest, lightest classic wheel around. Just beautiful. And the aluminum rims are actually less money to restore than chromed steel rims (both Borrani's and

Dunlops) because of the cost of the chrome.

"We begin by checking the rims for any flat spots to repair before cutting off the old spokes. Then we polish the rims to a show finish and re-stamp the RW number on the outer edge of the rim, if it's been polished out.

"We use stainless steel spokes and nipples unless a customer specifically requests chromed steel. For two reasons: First, even chrome plated steel rusts, and it's easy to crack the chrome on a mild steel nipple when tightening spokes and never know it's fractured until the rust appears later on.

Second, stainless spokes and nipples don't have the problems associated with hydrogen embrittlement – a by-product of the plating process – and hence are stronger. The hubs, however, are chrome plated; we use the time-tested process

of triple plating – copper, nickel, then chrome as the final finish – that's so tough, we can offer a three-year guarantee on the whole wheel. Our nearest competitor offers only a year warranty.

"We true all our wheels within a tolerance of 20 thousandths both radially and laterally, so you know the wheel will be true on your car."

With such care and craftsmanship, such service does not come cheaply. But compared with the cost of a new Borrani (about \$1800 with the current currency exchange rate), it's a bargain. "I offer all Apollo registry members my flat rate to restoration shops, which is \$585 per wheel. I also provide restoration of the knock offs; not just a re-chroming, but a complete refurbishment, including re-engraving all the markings which the platers usually polish off. That's only \$125 each."

You can visit Cork's website at: [www.precisionwirewheels.com](http://www.precisionwirewheels.com), or give him a call at 217-228-8315.



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## The Editor Rants about Concours Events...cont'd from page 2

We must remember that it is these references in the press that educate the current crop of enthusiast about our cars as well as inform collectors about this significant piece of automotive history (and maybe increase the value of our cars a little).

So, where should we call "home?" Or do we need a "home" event to draw members from across the country? Would it be better to stage our own club event at some central location in the country?

Here's what I think: While I'd love to have something closer to my home – as well as close to the likes of Don Mann, Jack Triplet, Roy Jaffe, Terry Schulte and Terry Smith et al, so we could see their cars more frequently – I balk at the work required to stage such an event. Arranging and paying for a venue, lining up hotels, finding a restaurant for dinner, etc. takes a lot of time and money, and I'm not in a position to do that. (If anyone else is, please contact me!)

But as most of us see Northern California as the

spiritual birthplace of the Apollo, the Monterey area is a fitting location for displaying our cars. Further, it's a very beautiful part of our country and provides an excellent backdrop to any display.

The *Concours on the Street* in Carmel California is an event I believe can provide us with that new home. Any of you who have visited this quaint little town can vouch for its character and beauty, while local Denny Paul can tell you about the excellent experience he had at the 2008 event.

The event is held Monday and

Tuesday prior to the big Monterey weekend, at a time when hotel prices have yet to take that significant price hike. Further, it draws enough visitors to make it interesting and educational, but not the crowded attraction that typifies the *Concorso*. Because of this, the event is gaining in notoriety, which means some press coverage

Finally, the organizers welcome clubs like ours. I think we could easily get three or four Apollos into this year's *Concours on the Street*.

Or, should we forget about some "National Event" and instead encourage our members to exhibit at local shows?

Or should we support both?

So, there you have it. My opinion. Now, I'd like to hear yours. Please drop me an e-mail or a phone call to give me your two-cents' worth.

*Bob Northrup*

No. 1003

James Taylor's No. 1011 3500 GT at *Concorso Italiano*

