

From 1971 on the true identity and original configuration of this car was lost. All subsequent publications and journals identify the car as originally being a "short wheelbase berlinetta, or "short wheelbase competition berlinetta." The original Ferrari records, delivery to the original Italian owner and purchase by Chinetti, delivery to Zagato etc... clearly and without question confirm this car was originally an SWB California Spyder!

Immediately after the Turin Motor Show, Chinetti imported the car to the United States. The car was sold upon arrival to a local Doctor from Long Island, New York.

On April 1<sup>st</sup> to the 8<sup>th</sup>, 1979 the New York Times ran an advertisement for Concours International Motors at 671 Glen Cove Avenue, Glen Head, New York. The advertisement listed the following: "RARE 1966 ZAGATO CONVERTIBLE All Aluminum-one of a kind" The following Sunday on the 15<sup>th</sup> of April, they ran another add identifying the car as follows: "1966 FERRARI ZUGATO CONVERTIBLE-1 of kind" The same add repeated again on Sunday, April 29<sup>th</sup>. Ferrari historian-enthusiast and part-time dealer, Stan Nowak saw the add and immediately informed authorized Oklahoma, Ferrari Dealer, Toly Arutunoff that it was available for purchase. Arutunoff contacted Concours International Motors owners, Chuck Nesbitt and Al Meyer and immediately agreed to the car's purchase. He flew out to JFK in the first week of May, 1979, purchased the car on the spot and has owned it ever since. This was not however Arutunoff's first experience with the car, at the Turin Motor Show eight years earlier, he inspected and photographed the car in detail. He had also spoken at great lengths with Zagato's representatives regarding the possibility of purchasing the car directly off the show stand. His offers were flatly refused and when the car became available for only the third time ever, he did not hesitate to proceed with its purchase.

In 1987 the well known automobile historian and author, John de Boer corresponded with Ferrari and was informed of the following facts by letter:

*"2491 25SWB Spider Scaglietti "California" 2400mm telio 539, motore Tipo 168 N. 2491GT (N. Int. \_\_\_) cambio 539 N. 539/105 , ponte tipo 539.671 N. 358F (8/32) con autobloccante, Borrani 6.00 x 16 13.7.61 Certificato d'Origine Attilio Cupido - GE 1972 trasformata in Spider "3Z" dalla Zagato (blu metallizzato) Luigi Chinetti Salone Torino 1971"*

In 1994 he published the above information on page 139 of the Italian Car Registry. He further added the following information:

*"Purchased by present owner the day after it was put on display in the window of Chinetti's North American showroom" Anatoly Arutunoff - OK, US OK Lic. "ExSWB3Z"*

In 1997, Arutunoff was invited to participate with this car in the official Ferrari Factory "50<sup>th</sup> Anniversary" celebration. While there he was approached by Jean Sage, the head of the Ferrari Factory Historic Archive Department. Sage corresponded with Arutunoff informing him by formal letter on March 24<sup>th</sup>, 1997 the following:

*Dear Mr. Arutunoff,*

*Following my fax dated 22-3-97, I would like to inform you that your car 2491 is not a berlinetta short wheelbase but a spyder California delivered by the GENOA (Italy) dealer to Mr. Attilio CUPIDO of Portofino on July 21, 1961. This information to contradict Mr. H. RABB chassis number list which claims it is was a berlinetta!*

*Best regards,*

*(Signed Jean Sage)*

A physical inspection of this car, records and documents was performed on September 28<sup>th</sup>, 2007 confirming all of the above recorded facts. Additionally it was noted that the engine and gearbox all bore multiple matching "match" marks of "NN". The steering box was date coded "5/61" or May 1961. The Koni adjustable shock absorbers are all dated coded "10/61" or October 1961. The car retains all of its original Ferrari 55mm x 92mm frame and support members to the alloy body work.

The original 250GT SWB California Spyder fuel tank, steering box, radiator, brake master cylinder, booster, original inner Scaglietti Coachwork, inner alloy body / transmission tunnel, front and rear bulk head and riveted FIAM fuel tank are all present, correct and un-altered.

#### **Conclusion:**

With the exception of the visible Alloy outer Zagato coachwork, trim, glass, wheels and interior, this car retains 100% of its original as delivered "California Spyder" components appropriate and approximate to its construction in July of 1961.