

8. Is there any way Hallingby would not know 0799GT was stolen?

ANSWER:

I highly doubt it but believe that Hallingby totally underestimated the entire situation and didn't want to do proper research or rather wake up any sleeping dogs.

9. Was the price he paid for the car in 2000 at \$550,000.00 US a fair price?

ANSWER:

Assuming that he really paid US\$ 550'000 then the price was fair.

10. Is it possible that the 0799GT that was seized here is a fake? Where are the other Vehicle Identification Numbers besides those under the hood?

ANSWER:

No way. Impossible. Clearly NOT a fake. It is the real thing.

The chassis frame number "0799 GT" is stamped on the left main frame tube, near the left front suspension, possibly painted over with black paint and often hardly visible. The engine number "0799 GT" is stamped on the small raised boss of the engine, on the right side of the engine, near the firewall but on the bellhousing (round). Right below the engine number is to be found a second number that should read "140 C" and that would be the correct and matching INTERNAL engine number for this particular car. The gearbox number can be found if you remove the gearbox tunnel in the interior. The gearbox number should read "45 C", provided the car is still fitted with its original gearbox. The differential (rear axle) number should read "70 GTC" and can be found stamped on top of the differential in the centre, usually by looking with a small mirror from underneath the car. To show you how these numbers (on other sister cars, same model) should look like and where they can be found I would be happy to email you photographs.

11. Is it true that when you photographed the car in Florida, Hallingby's assistant closed the hood?

ANSWER:

Absolutely true. I attended the Cavallino Concours at The Breakers hotel in Palm Beach/FL on Saturday the 20th January 2001 as a normal spectator/visitor and saw this car on the green. Somebody was cleaning and preparing the car for the show, the hood was open. I was very surprised to see the car there, instantly recognizing it and remembering the legal problems. I immediately started taking photos of the engine bay compartment but managed only to photograph the chassis badge (tag) on the right corner of the engine compartment. I then tried to also photograph the engine number on the raised boss and the chassis number on the frame but the person who was with the car immediately and very quickly closed the hood and did not allow to take detailed photographs. For the rest of the day the hood remained closed. I have been to Ferrari car shows more than 100 times in the USA but never had such a situation. Usually the owners/assistants of these cars are extremely open and friendly and happy to show all the details. They open hoods and trunk lids and are happy to show everything to everybody. Not this time, to my great surprise. I got the impression that somebody wanted to hide something. I also saw the same car during the same weekend at the nearby Moroso racetrack where it was regularly parked but the hood was never open again.

12. Do you know Hallingby? If so, has he ever mentioned to you that he knew of the car's suspicious history?

ANSWER:

Yes, I do know Mr. Hallingby. I have met him in person in August 2007 at a car auction in Monterey and we spoke for a few minutes but NOT about this car or possible problems. As