
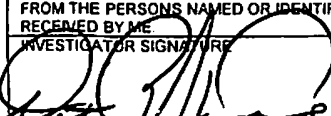
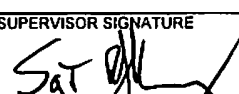


State of Connecticut Dept. of Public Safety Narrative Report DPS-302-C (Revised 04/03)		REPORT TYPE: <input type="checkbox"/> INITIAL CONTINUATION <input checked="" type="checkbox"/> SUPPLEMENTARY <input checked="" type="checkbox"/> RE-OPEN <input type="checkbox"/> ASSIST <input checked="" type="checkbox"/> CLOSING	ATTACHMENTS: <input type="checkbox"/> STATEMENTS <input type="checkbox"/> PHOTOGRAPHS <input type="checkbox"/> SKETCH MAP <input type="checkbox"/> EVIDENCE <input type="checkbox"/> TELETYPE <input checked="" type="checkbox"/> OTHER	DPS INCIDENT NUMBER: 0800265932 Page 1 of 1
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Action Taken: On September 29th, 2008, this Detective corresponded via e-mail with Marcel Massini, a Ferrari expert residing in Switzerland, who has written three books on the subject of Ferrari cars. This Detective e-mailed Mr. Massini a series of questions to which he replied on September 30th, 2008.

Attached to this report are the questions asked by this Detective and Mr. Massini's answers. Also attached is a personal history of Mr. Massini located on the internet.

This case is closed Suspended.

CASE STATUS:		TYPE OF EXCEPTIONAL CLEARANCE:			
<input type="checkbox"/> 1-ACTIVE	<input type="checkbox"/> 4-EXCEPTIONAL CLEARANCE	<input type="checkbox"/> A-OFFENDER DECEASED	<input type="checkbox"/> D-VICTIM UNCOOPERATIVE		
<input type="checkbox"/> 2-CLEARED ARREST	<input type="checkbox"/> 6-NO CRIMINAL ASPECT	<input type="checkbox"/> B-PROSECUTION DENIED	<input type="checkbox"/> E-JUVENILE-NO CUSTODY		
<input checked="" type="checkbox"/> 3-SUSPENDED	<input type="checkbox"/> F-FUGITIVE	<input type="checkbox"/> C-EXTRADITION DENIED			
THE UNDERSIGNED, AN INVESTIGATOR DULY SWORN, DEPOSES AND SAYS THAT: I AM THE WRITER OF THE ATTACHED POLICE REPORT PERTAINING TO THIS INCIDENT NUMBER THAT THE INFORMATION CONTAINED THEREIN WAS SECURED AS A RESULT OF (1) MY PERSONAL OBSERVATIONS & KNOWLEDGE; OR (2) INFORMATION RELAYED TO ME BY OTHER MEMBERS OF MY POLICE DEPARTMENT OR OF ANOTHER POLICE DEPARTMENT; OR (3) INFORMATION SECURED BY MYSELF OR ANOTHER MEMBER OF A POLICE DEPARTMENT FROM THE PERSONS NAMED OR IDENTIFIED THEREIN, AS INDICATED IN THE ATTACHED REPORT. THAT THE REPORT IS AN ACCURATE STATEMENT OF THE INFORMATION SO RECEIVED BY ME.					
INVESTIGATOR SIGNATURE 	INVESTIGATOR ID 732	REPORT DATE 09-30-08	SUPERVISOR SIGNATURE 	SUPERVISOR ID AS	APPROVAL DATE 10/15/2008

Det. Richard Van Tine

Questions from CT State Police Detective Richard Van Tine, 29th September 2008,
regarding Ferrari 250 GT Cabriolet #0799 GT.
Answers from Marcel Massini, 30th September 2008:

1. For how long have you been recognized in the Ferrari Community as an Expert?

ANSWER:

Approximately 25 years. Certainly since at least 1983 (when I published my first book). I am a professional Ferrari historian since 30 years. I do this for a living. I am 50 years old.

2. What qualifications do you possess to be considered an Expert?

ANSWER:

I have authored three major Ferrari books, the first being published in 1983, the second in 1993 and the third one in 2006. My fourth Ferrari book will be published in 2009/2010. Besides that I have written more than 400 articles about Ferrari automobiles in various specialist publications all over the world (USA, England, Germany, Spain, Switzerland, Japan, France, etc.). I am a Ferrari Concours Judge in USA and Europe and member of the IAC/PFA (International Advisory Council for the Preservation of the Ferrari Automobile). I have also worked as an expert witness in legal matters.

3. For how long in the Ferrari Community has it been known that 0799GT was stolen?

ANSWER:

Since approximately the year 1994. Known by the real and serious insiders worldwide. One has to ask who the definition of "Ferrari Community" includes.

4. Where was it first publicized in the Ferrari Community? In the United States?

ANSWER:

Not sure if it ever was publicized. I think it was/is mentioned on the German website www.barchetta.cc since quite a few years already. I do believe that this German website got the information in about 2000.

5. What steps does a collector take when purchasing a Ferrari?

ANSWER:

Some - but not all collectors - do a proper due diligence and all the homework BEFORE they actually buy a vintage Ferrari of significant value. If they cannot do it themselves and lack knowledge they can hire experts. Same as the art market. I am regularly being hired by Ferrari collectors from all over the world.

6. Does the documented history of the car make it more valuable?

ANSWER:

Absolutely. It is extremely important. The better and more documentation you have, the better it is. Cars with question marks or big gaps in the (continuous and chronological) history automatically raise eyebrows and can be considered dubious.

7. Would someone such as Hallingby have purchased a Ferrari knowing it was stolen? Why?

ANSWER:

If he bought the car for a serious long-term collection he most probably would not have bought a Ferrari knowing it was stolen. If he bought a car for speculation and re-sale within a few years, for pure profit only, then he would possibly care a little less.

May be he knew a little about the questionable provenance but just didn't care. After all, the theft occurred many years ago in far away Europe and not in his country (USA).

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

of today we have never talked about this particular Ferrari. It is also possible that I have met Hallingby in the years before already, either at Monterey/CA or in Palm Beach/FL, but I don't remember the exact dates.

13. Has he ever mentioned it to anyone you may both know?

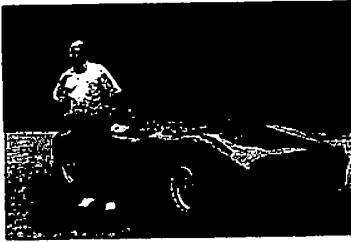
ANSWER:

I know for sure that Hallingby has extensively talked about 0799 GT with Mr. Nicholas Soprano of Motor Classic & Competition Corporation of White Plains/NY. I understand that Hallingby is a backer and/or client of Soprano's and I do know that he sometimes has stored some of his cars in this shop in White Plains. I have been to this shop in White Plains myself in the past and have seen some of Mr. Hallingby's cars there.

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Marcel Massini

Marcel Massini
 Marcel Massini was born in Geneva, Switzerland in 1957. He was educated in Basel which endowed him with fluency in several languages and a cosmopolitan view of life. He started his career in the automotive field building model car kits and very soon became a dedicated Ferrari enthusiast. At the age of 17 he wrote his first article in the English Ferrari model club magazine. His stories and reports appear in the majority of the best-known automotive and specialised Ferrari magazines ranging from publishers in England to Japan, Spain, USA, France, Germany and Switzerland.



Today he is a successful and universally recognised Ferrari historian and expert with an unimpeachable knowledge. His database is enormous, the photographic archive of mostly vintage prints is huge and his files run into the thousands, a real world-class collection of Prancing Horse-related documents. His aim is to ensure that everything he writes is as complete and accurate as possible, which is a sound basis for any good historian.

Marcel Massini is a top ranked automotive researcher with an unerring access to all the automotive periodicals published in the last fifty five years. In recent years he has worked as a consultant to Ferrari dealers, renowned vintage car collectors and major auction houses all over the world. He's also involved in collection planning and management for historically significant Ferrari automobiles.

Massini is senior editor of Prancing Horse magazine and a contributing editor to Cavallino and Scuderia, International Ferrari magazines in the USA and Japan. In 1990 he was awarded the prestigious Warren W. Fitzgerald Memorial Trophy of the Ferrari Club of America. This award was instituted in 1974, the first recipient being Commendatore Enzo Ferrari himself. Apart from over 400 smaller publications Marcel Massini has authored two Ferrari books, the first being „Ferrari 250 LM“, published 1983 in England, the second being „Ferrari by Vignale“, published 1993 in Italy.

His third Ferrari book painstakingly covers the type „Ferrari 250 Mille Miglia“ and will be published in 2005 in Italy. He is also co-author of the book „Making the Difference“, a book published 2003 about the coachbuilt roadgoing Ferraris of the Fifties and Sixties. In January 2004 he was awarded with the prestigious „Writer of the Year“ cup by the Ferrari Owners Club England. Marcel Massini is member of the International Advisory Council for the Preservation of the Ferrari Automobile (IAC/PFA) and fluent in English, German, French and Italian. His experience of the international Ferrari market is unrivalled in the collectors' car world.

Ferrari by Vignale
 Marcel Massini
 Giorgio NADA Editore 1993
 ISBN: 88-7911-085-3
 247 x 275mm, 198 pages
 Italian / English
 original price: 90 000 Lire (SOLD)
[amazon.com](#) [amazoncouk](#)

Ferrari 250 LM
 Ferrar's first street legal mid-engined GT car
 English, 196 pages
 Marcel Massini with Rob de la Rive Box



hardcover with dustcover, 196 x 254mm
 ISBN 0-85045-527-8
 Osprey Publishing Limited 1983

The front of the jacket shows off chassis LM 5909 owned by Albert Obrist, shot at the Nürburgring in 1981. In its former life it raced in Europe (2nd Reims 12 hours in 1964, Bandini/Surtees) and then in America by Bob Grossman, before restoration.

[amazon.com](#) [amazon.co.uk](#)

The Ferrari 250LM is a special Ferrari, make no mistake. It takes its place alongside the very greatest of the marque, and everyone knows how great the name of Ferrari is. Dean Batchelor's quote: 'Truly an exotic among exotics is no insubstantial puff. And here's why.

1961 was a major turning point for the Maranello racing team - it was deemed proper, at last, for the engine to sit behind the driver. Those first cars were Dino sports-racers after the Formula cars. Soon the sports car designers were saying that if a V6 or V8 will fit, so will our traditional V12.

A change in regulations for 1962 prompted experimentation and Forghieri lengthened a Dino chassis to take the 250 engine. So the 250P was born.

By 1963 the 250P had won at Le Mans and was on the ascendant.

Ferrari's GT car, the 250 GTO, by 1963 was looking to be beaten and needed a successor. What better than a 250P with a roof; thus the 250LM was born. LM for Le Mans to celebrate their victory?

Here is the definitive development, production and biography of each of the 32 cars made in the 250LM series starting in 1964 and running through 1966.

Never before has such detail been assembled on one model.

As driver David Piper says in his Foreword to this book, there is no more lovable racing car than a Ferrari 250LM.

Enjoy the 200 plus black and white photographs and the unique colour section. Revel in the detail of these most significant and handsome cars - Ferrari's last genuine production road/race cars, a breed which was soon to disappear. An important book for the Ferrari aficionado.

6 Foreword David Piper

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Ferrari 250 Mille Miglia

His third Ferrari book painstakingly covers the type „Ferrari 250 Mille Miglia“ and will be published in 2005 in Italy. He is also co-author of the book "Making the Difference", a book published 2003 about the coachbuilt roadgoing Ferraris of the Fifties and Sixties. In January 2004 he was awarded with the prestigious "Writer of the Year" cup by the Ferrari Owners Club England. Marcel Massini is member of the International Advisory Council for the Preservation of the Ferrari Automobile (IAC/PFA) and fluent in English, German, French and Italian. His experience of the international Ferrari market is unrivalled in the collectors' car world.

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