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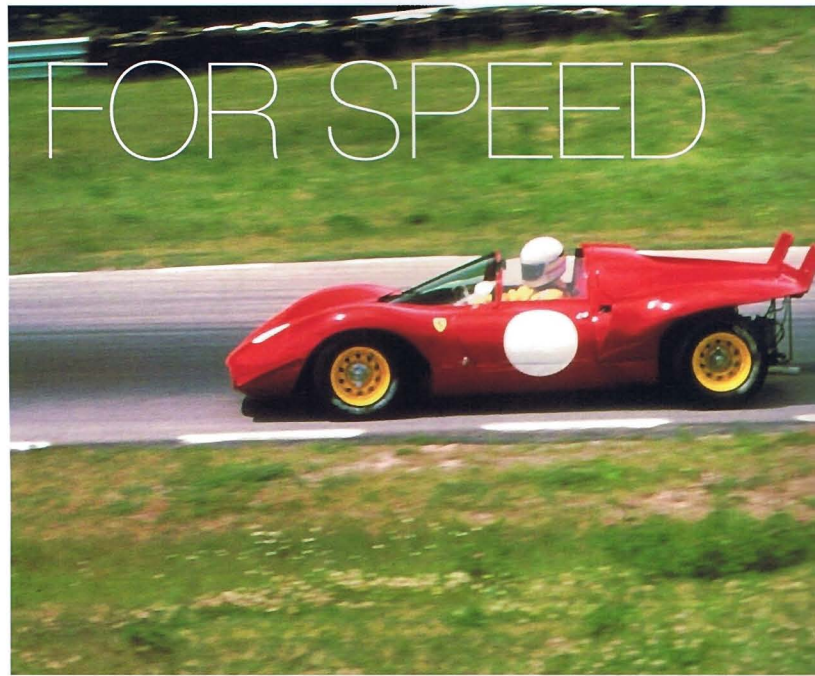
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NEED

BY JIL MCINTOSH



NOTHING SLOWS DAVID SEIBERT DOWN...EXCEPT A PRETTY PEN

I'LL NEVER FORGET MEETING David Seibert, when we were seated together at a mutual friend's wedding. A card came around for signing, and Seibert reached into his jacket and took out a Waterman fountain pen. He pondered it, then put it back and extracted a Pelikan instead. I knew I'd found a kindred spirit, especially when he told me these were just two of approximately ninety pens that he owns.

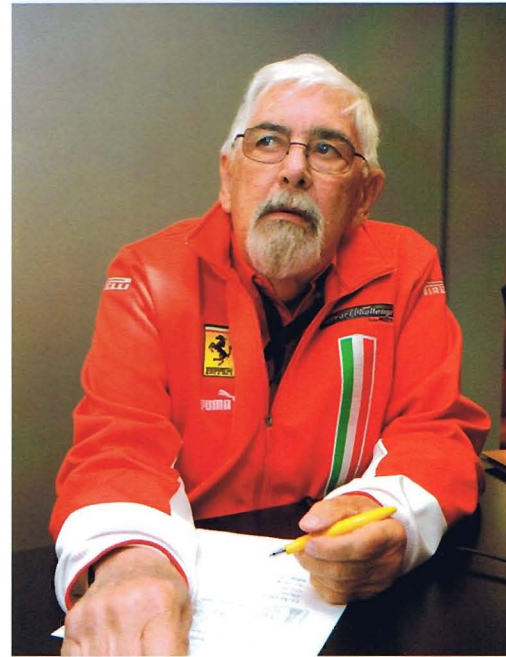
Seibert, based in Sandy Springs, Georgia, certainly has enough in his background to inspire collecting. He is currently the Historic Challenge Project Manager for Ferrari North America; he created that race series for vintage Ferraris after helping set up the ongoing Ferrari Challenge for modern cars. He was a racecar driver and highest-level race official. He

is a writer for numerous automotive magazines and has two Ferrari books to his name. He is also a historian, currently working on a book about historical markers in Georgia, having assembled a database so thorough that the state often prefers it over its own.

And he is a collector. "I have that collect-'em-all gene," he says. "I'm not going to buy a pen that I regard as ugly or unattractive, but if it's part of a set, I'll have all of them, including the ones I wouldn't have bought if they were stand-alone pens. I'm attracted by the appearance of a pen enough to follow up and to try the pen. If it writes well, if it fits in my collection, or if it doesn't but I like it, I'm probably in trouble."

His collection is heavy on Pelikan, Acme, OMAS and





"My pens are writers...they have to be something I can really use on a daily basis."

Waterman, with some Namiki and Cross for good measure, but as you'd expect, the "prancing horse" nameplate dominates. "I don't have every Ferrari pen made—there is a lot of new stuff coming out of China that doesn't interest me—but of the pens that Aurora made for Ferrari, I have almost all of them," he says. "Most people don't know that they were made by Aurora, as they were branded Ferrari. My 'Holy Grail' is the Ferrari Formula Sport pen from the 1980s, made by Aurora, in yellow. I'm not 100 percent sure that it was made. It was catalogued, and I have the brochures, but I've never seen one in that color, and I don't know that it really existed."

Along with pens, Seibert also collects model cars, books, historic house miniatures and watches; over the years his garage has seen thirteen Ferraris and numerous other sports cars, until a double lung transplant ended his racing career. But nothing is for the sake of simply having it; it must earn its keep. The Historic Challenge he created encompasses cars from the 1930s to the 1980s, and while the participants reject a "win at all costs" mentality, speeds can hit 150 mph—even though at least five in the current series are worth \$20 million each.

Likewise, every pen in Seibert's collection is a "writer," and if some haven't been inked, it's only because he hasn't gotten to them yet.

"I have a box with ten pens ready in it, and I use the right pen for the purpose," he says. "I like the Pelikan Cities because they are all different colors. I take an ink and pick the Pelikan of the same color, and I know what color ink I'll get when I reach for it."

His collection was amassed over the past decade, but his appreciation of fountain pens dates back twice as long, to a Waterman Laureat that was a gift from his wife. "The barrel eventually broke in half, and I sent it to Waterman. It couldn't be fixed, but they sent me a new Laureat as close to the original as possible, and their standard charge for that was \$10.

"I collect new pens," he continues. "The old pens just

haven't spoken to me yet. I'm certain I could find some old pens with design and appearance that would knock me over, but I haven't so far. And I like pens that are relatively easy to use. Cartridges are easy, of course, and I enjoy the Pelikan system, even if it takes somewhat longer," he says, referring to that maker's piston filling mechanism.

"For casual notes at my desk, whereas someone else would grab a pencil or a Bic, I use a fountain pen. My pens are writers; they're pretty, and that's why I have them, but they have to be something I can really use on a daily basis. And they slow me up and make my writing a bit better, too."