

PRANCING HORSE



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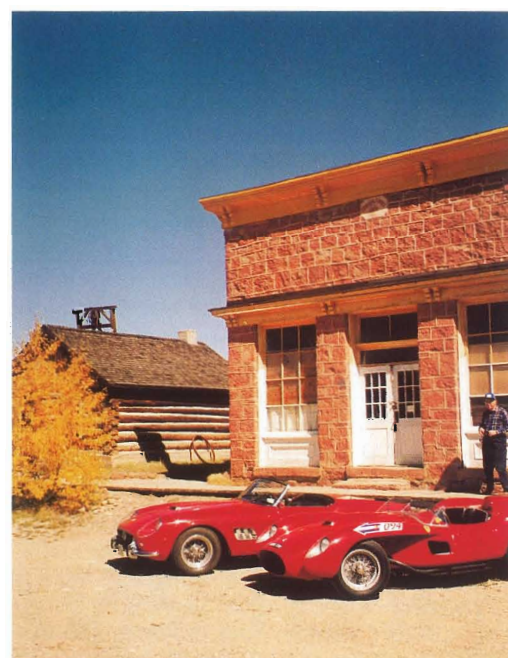
Second Quarter, 1994



Walden, (population 789) in north central Colorado. A hay and cattle center, it is said that quadrupeds outnumber the bipeds there by about 4,000 to one! Alan and Janet Boe's 1961 250 GTE takes a break from the road in Walden in front of the Jackson County Court House, circa 1900.



A former gold mining town, Fairplay is situated in a grassland basin called South Park, surrounded by mountain ranges in the center of Colorado. Drivers Lou and Lois Sellyer's 1958 250 TR Scaglietti Spyder is the car extensively raced by Dick Morgenson on the West coast from 1958-1961, including a run up Pikes Peak in the famous hill climb. Despite the altitude of 8,500 feet the TR was at its peak and its fabulous sounds could be heard reverberating off the 12 to 14,000 foot peaks of the surrounding Mosquito and Park ranges.



The 1956 290 MM Scaglietti Spyder of Bob Sutherland, which was driven by Craig Sutherland and David Gibson, is one of four built as factory racing cars to contest the 1956 racing season along with the 860 Monza. Eugenio Castelotti won the 1956 Mille Miglia with this car. It passed from the factory to George Arents, who along with Jan de Vroom, drove the car at the 24 Hours of Le Mans in 1957 until it ran out of brakes at the 15 hour mark while in seventh place. Peter and Inge Glasel's 1958 250 TR Scaglietti Spyder, one of three TRs on the Grand, and a rare Kellison-Jaguar flank the 290 MM sitting in front of the wooden sidewalks and store fronts in the mountain town of Lake City.



Stopping for lunch at the historic South Park City Museum, the 1960 250 GT PF Cabriolet Series II of Robert and Diana Nuzzo heads up just a few of the large variety of marques represented on the Colorado Grand. The South Park City Museum consists of the log, batten and stone buildings which once housed the professions, trades, and industries representative of a 19th century mining town in Colorado.

Left: Joining the Grand from Germany was the 1958 250 TR Scaglietti Spyder of Peter and Inge Glasel. The car is believed to have been once owned by Peter Monteverdi (later known for the high-performance road cars bearing his name). Accidents resulted in a re-body emulating the TR61 Ferrari and with an independent rear suspension designed by owner George Gachnang, who extensively campaigned the car in Europe. Well-known collector, Pierre Bardinon, returned the car to the pontoon-fender configuration, and the car later came to the U.S. with Dick Merritt before passing to a number of collectors. The TR sits in front of the Leonard Summer Saloon, circa 1879, in the South Park City Museum and is flanked by Joseph Moch's 1963 250 GT SWB Spyder California, which was co-driven by Lori Krueter.

FIVE GRAND YEARS

The Colorado Grand is one of the premier touring events in the world, and 15 Ferraris were among the 85 cars attracted by the Grand from all over the world. The Grand takes advantage of the cool, crisp air of Colorado in the fall, when the native aspen trees accent the magnificent peaks and valleys with their brilliant yellows. Over 20 mountain passes were a part of the circuitous route in 1993 – 13 at over 10,000 feet and 7 above 11,000 feet. The highest point was 12,183 feet, when the cars crested Trail Ridge Road in the Rocky Mountain National Park before descending into picturesque Estes Park for the night. Lodging was at the Stanley House Hotel of the eccentric Stanley Brothers of steam-car fame and the inspiration for Stephen King's novel, *The Shining*. The fifth running of the Grand was a resounding success and the total payout to the charities which benefit from the Grand fun has now exceeded \$425,000.

A Rookie's Perspective by Alan Boe

The Colorado Grand, having successfully completed five years, is generally considered to be the premier event of its type and the model for similar vintage automotive touring events held in the United States. The Grand has achieved its lofty status because of its organization, the spectacular September Colorado scenery, its unique association with the Colorado Highway Patrol, and the resultant excellent collection of exotic automobiles. The Grand attracts.

Accounts detailing the adventures of the Granders accurately report the cars, drivers, routing, lunch and overnight stops, but what's it like to actually experience The Grand from inside one of the vintage vehicles? In our case, the most fun we've ever had on four wheels!

For us it was the intangibles, the unexpected developments, and the warmth and friendship shown by participants and spectators alike that defined The Grand. People we met at scenic turn-offs along the way responded to the unusual cars with wide-eyed interest and enthusiasm. What were we doing? Where were we going? What kind of car is that? And similar scenarios were played out at lunch and overnight stops, at pit stops, and at the Concours d'Nonelegance.

At the first day's lunch stop in Hotchkiss, for example, children were dismissed from school so they could see the cars close up, and those that excelled academically were rewarded with brief rides. Upon departing, Granders were encouraged to drive up and down Main Street before leaving town so everyone could see and hear the cars. The school children at Hotchkiss and Lake City, the lunch stop on the second day, were particularly impressed with the old cars, their unbridled excitement evident in their comments to each other. At Fairplay, the lunch stop on day three, Granders were urged to stop at the Fairplay Hotel where dozens of brown bags containing the local specialty, soft-ball sized cinnamon rolls, were waiting to be picked up. At every stop along the way we met tourists and locals, young and old people alike, who were fascinated by the cars and the people who own, drive and maintain

Ferraris on the Colorado Grand 1993

1950 166 MM Touring Barchetta Ed Gilbertson and Sherry Lindberg	s/n 0058 M
1956 290 MM Scaglietti Spyder Craig Sutherland and David Gibson	s/n 0616
1958 250 TR Scaglietti Spyder Tony and Lulu Wang	s/n 0722 GT
1958 250 TR Scaglietti Spyder Peter and Inge Glasel	s/n 0742 GT
1958 250 TR Scaglietti Spyder Lou and Lois Sellyei	s/n 0756 GT
1958 250 GT PF Cabriolet Series I Bob and Joan Donner	s/n 0791 GT
1958 250 GT Ellena Marc and Barbara Mastoon	s/n 0871 GT
1958 250 GT Drogo Hugh Ruthven and Richard Greenberg	s/n 0977 GT
1958 250 GT LWB Berlinetta Mary Hoe-Love and David Love	s/n 1031 GT
1960 250 GT SWB Spyder California P. Paul Pappalardo and Jaqui Dagois	s/n 2015 GT
1960 250 GT PF Cabriolet Series II Robert and Dianna Nuzzo	s/n 2145 GT
1961 250 GTE Alan and Janet Boe	s/n 3339 GT
1963 250 GT SWB Spyder California Joseph Moch and Lori Krueter	s/n 4013 GT
1961 250 GTE (with 500 TRC replica body) Joe Hish	s/n 4269 GT
1963 250 GTE 2+2 (w/replica of Drogo body) Robert Willbanks and Bonnie Reps	s/n 4769 GT

them. At the Concours at the conclusion of the event we met people who had come from Denver, Loveland and Colorado Springs – each a distance of over 100 miles – just to see the car.

Another very special part of The Colorado Grand is the unique association between the participants and "the motors" of the Colorado Highway Patrol. They love the cars and their drivers but they also recognize there are traffic laws to be obeyed. The spirit of The Grand is infectious. You can catch it from Bob Sutherland and The Grand organizers, from "the motors" and the legendary Sergeant Larry Tolar, from the drivers and co-drivers, from the support crews, or from the spectators. From start to finish The Grand is a class event. But there's only one way to experience it. See you next September in Beaver Creek?

PHOTOS BY
Jeff Allison