

Quarterly Magazine of the Ferrari Club of America

#122

First Quarter, 1997

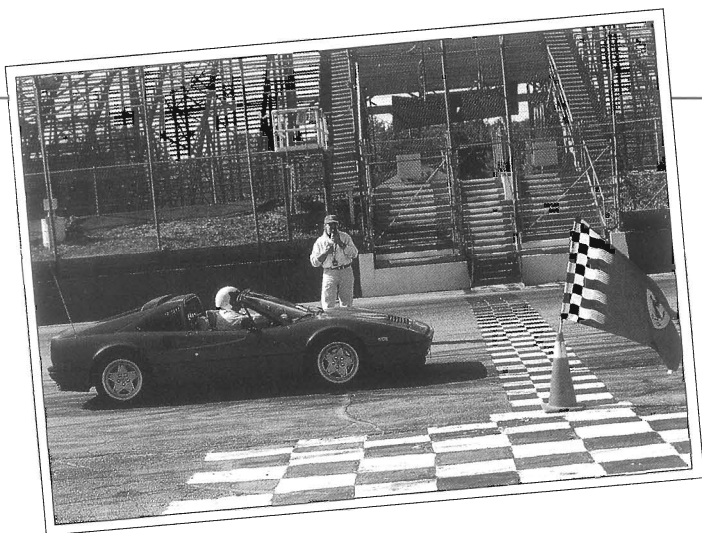
PRANCING HORSE

PH # 122

first quarter 1997

Cover: The first two days of the Northeast Region's Forza Mille were characterized by "unrelenting scenic beauty" Canadian participants Gerd Schwarzkopf and Dennis Rak had their 250 GTE well outfitted with everything necessary for miles of smiles. Day three offered a break when the group arrived at the Oxford Speedway for dragstrip and gymkhana sessions below. The story is on page 28

PHOTOS BY JEAN CONSTANTINE



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TABLE OF

CONTENTS

LETTERS	3
FCA OFFICERS	6
ANNI FA	7
GAULD MINE	8
PHOTO MYSTERY	11
STIRLING MOSS AND ROB WALKER	12
CONCOURS JUDGING	18
WOLF IN SHEEP'S COACHWORK	22
TECHNOTE	27
REGIONAL EVENTS	
NORTHEAST REGION	28
ROCKY MOUNTAIN REGION	29
MID-ATLANTIC REGION	29
FLORIDA REGION	30
SOUTH CENTRAL REGION	31
CENTRAL STATES REGION	32
FCA SPOTLIGHT	33
FORMULA ONE	34
EVENTS OVERSEAS	36
TRIVIA	39
HORSING AROUND	40

PRANCING
HORSE

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1996 FORZA MILLE

The first annual Forza Mille, a 1000 mile TSD rally only for Ferraris, was tremendous fun. Twenty-five teams assembled on Rockland, Maine, travelling from as far away as Costa Rica, Columbia, Texas, Oklahoma, and Florida. Half the cars were vintage V12s, including two 250 GT PF cabriolets, a 275 GTB, a Daytona Spider, Toly Arutunoff's unusual Zagato-bodied 250 GT and Dennis Machul's 250 GTO. The newer half of the field ranged from three 246 GTS Dinosaurs to three Testarossas, along with a handful each of 308s, 328s and 512s.

After leaving the Samoset Resort in Rockland on Monday, September 30, the rally started with a timed hill-climb up Mt. Battie in nearby Camden. Competitors were rewarded with a breathtaking 2-mile race, as well as a panoramic view over sunny Penobscot Bay.

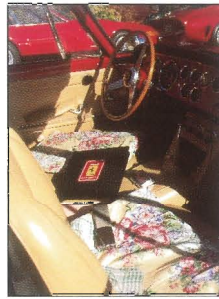
High-speed rural two-lane driving delivered the group to lunch on the 1914 steambath

Katahdin, on Moosehead Lake. More high-speed running through the brilliant fall foliage carried us to tea at the Stanley Museum and rides on a 1911 Stanley Steamer. We stayed that night at a modern ski resort in the Carrabassett Mountains, Sugarloaf, USA.

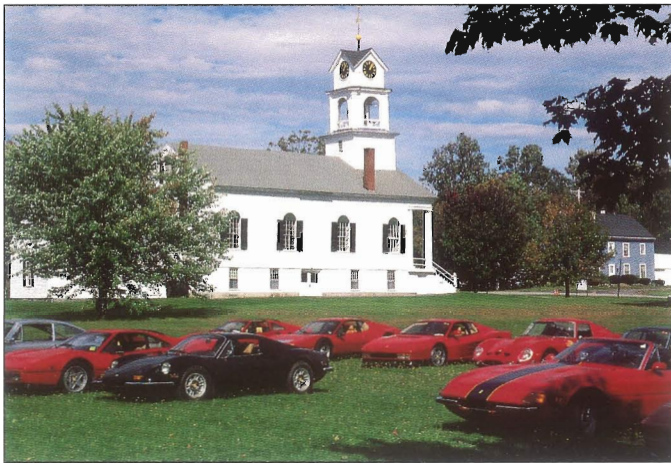
Tuesday brought twisty roads in northwestern Maine, lunch at the historic Bethel Inn, a visit to famous Rangeley Lake and finally, dinner and overnight at The Balsams, a Victorian Grand Hotel set on a spectacular 15,000 acres in the White Mountains. The 100-mile views from the golf course clubhouse were, by themselves, worth a week's drive.

The next day was very different. TSD rally stages took us to Perhams' gemstone museum and store, then onto Oxford Speedway for the twin challenges of the dragstrip and a gymkhana marked out on the paved oval. Mark Brown, driving Dennis Machul's GTO, earned FTD after Camillo Steur spun his GTB on the last corner before the finish line.

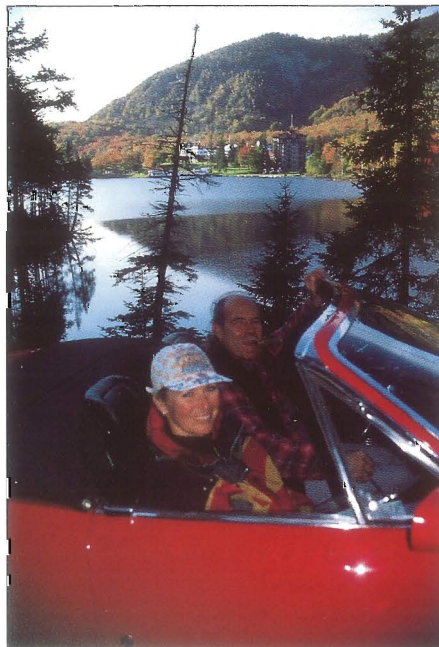
A short transit stage brought us to Bob Bahre's car collection in Paris Hill, a knock-out group of Duesenbergs, Packards, Alfas and other classics housed on an estate originally owned by Hannibal Hamlin, vice president under Abraham Lincoln. From Paris Hill we zipped to Freeport, a charming



The cars take a break at Paris Hill, Maine while the drivers tour Bob Bahre's car collection on the grounds of the former Hannibal Hamlin home.



Mark and Nancy Brown pause in their Daytona across the way from the Balsams.



New England village now largely converted to outlet stores. We called it "Navigator's Revenge."

In addition to shopping, we were treated to tea with Governor of Maine, Angus King. Governor King turned out to be a youthful Harley-Davidson collector and all around motorhead. Todd Morici gave the Governor a high-speed ride in his '58 PF cabriolet, which brought them both back with huge grins. The Governor's security detail was not amused. Dinner and rooms that night were in a newly-restored colonial Harrasseeket Inn.

Our final day was different, again. From Freeport we sped up along the coast to Wiscasset, then out to Pemaquid Point where the checkpoint was at Pemaquid Lighthouse, a favorite subject for painters. From Pemaquid the rally route led north along the coast through famous boat-building towns like Friendship and Thomaston to Owl's Head Transportation Museum. We enjoyed a classic New England lobster bake and tours of the impressive Owl's Head car and aircraft collection.

One final TSD stage returned us to Camden ready to embark on a two-hour sail on the 100 foot schooner Northwind. Back at the Samoset, our victory banquet was held in a ballroom decorated with Ferrari racing banners and the five winning Ferraris, shined up and rolled through the ballroom doors by the bemused hotel staff.

Tom and Heather Appleton received a large crystal bowl for winning the rally overall in their 1967 330 GTC. Manuel Lince and Roaul Gaviria won the track portion with their 1984 308 GTS. The Vintage Motorsport Cup, for the team which showed the best vintage spirit, was given to Jessica and Gus Sirì.

Jessica drove their 1985 Testarossa with great verve, while former racer Gus, blinded fifteen years ago, navigated from an audio tape of the route book prepared by one of the checkpoint workers, announcer Alan Bolte. They received a heartfelt standing ovation.

Class winners received crystal bowls and copies of Henry Rasmussen's *Ferrari: Salute to the Spyder*. Winners were Dennis and Natalie Machul in their immaculate 250 GTO, the Appletons in the GTC, Norb and Carolyn Schaefer in a 1972 365 GTC/4, George and Sandra Henne in a 1972 246 GTS Dino (they were also second overall), the Lince/Gaviria 308, Louis and Bobbi Bevilacqua in an 1988 328

REGIONAL EVENTS

by Rich Taylor PHOTOS BY JEAN CONSTANTINE

GTS, Stephen and Carolyn Bacen in an 1984 512 (tied for third overall) and David and Jana Fisher in their 1988 Testarossa (also tied for third overall)

We didn't hear a negative word all week. Indeed, the most frequent comment was "We'll see you next year!" We're already planning the second annual Forza Mille, which will start Sunday, October 12, 1997, at the Harraseeket Inn at Freeport, Maine. The group will form an all-Ferrari class at the big European Car Concours held that day at Owls Head Museum. After that we'll go driving on a completely different route in Maine and New Hampshire, landing back in Rockland on Friday, October 17. For more information, call Rich or Jean Taylor at (800) 645-6069, fax us at (860) 364-5899 or write us at Forza Mille, Jackson Hill Road, Sharon, CT 06069



ROCKY MT REGION AUTOMEZZI 6

by Paul Gilpatrick PHOTO BY CURTIS MANNISTO

The sixth annual Automezzi Car Show was again a tremendous success. This show benefited the American Cancer Society and raised thousands of dollars for a good cause. It is one of our highlights on our very active calendar of events.

Automezzi is an all Italian car show that was devised to bring Italian automobile and motorcycle aficionados together to celebrate the marvelous hardware and folks that enjoy them.

Over 150

Italian cars and motorcycles including Ferrari, Maserati, Fiat, Lamborghini, Pantera, Ducati, Moto Guzzi, Lancia and Alfa were on display. In addition, an art tent showcased a plethora of great local automotive artists and memorabilia and literature dealers.

Forty-five Ferraris were displayed (a record in these parts) and included a large collection of GT4s, Mondials, 308s, 328s, 348s, 355s, 246 Dinos, Testarossas, Lussos, 250 Cabs and a coupe, a 275 GTS, a Daytona, and a 1962 250 GTE TR (DK Engineering)

Maserati was the featured marque and was represented by such rarities as a 4CLT, a 150S, and a 200S.

People and cars from all across our region plan on Automezzi every year. Plan to join us for Automezzi 7 this year on June 29th.

MID-ATLANTIC REGION

GRAN TURISMO ITALIANO

PHOTO BY DAVID OLIMPI

Suffering from sensory overload after attending the Monterey Historics once too often, Dave Olimpi thought it might be nice to have a "class but no mass" car show at the Reston Town Center in Northern Virginia. He asked long time Italian car enthusiast Pete Vack to come up with a concept, and Gran Turismo Italiano, held October 5th, was off and running. We decided the theme of the exhibition should be Grand Touring, and made up a "dream team" of Italian cars which would best exemplify the concept. We sought the desired cars and asked the owners to participate. Since Dave is the sales manager for Ferrari of Washington, finding the right cars became a little easier.

The chronological line up of GT cars included a Lancia Aurelia B20 GT 2500, while GT cars from Alfa Romeo, Iso Grifo, Maserati and Lamborghini were all represented. Significant Ferraris included a 1954 250 GT Europa driven by Kendall Merritt, Bill Marriott's fantastic TDF 250 GT, the ex-Count Volpi S.E.F.A.C SWB 250 GT competition coupe owned by Allie Ash, and concluded with the latest F355 Spyder, courtesy of Ferrari of Washington, our sponsor for this invitation-only event.

A major feature of the exhibition was the use of informational displays mounted in front of each car. This allowed the spectators to understand the development of GT cars, and the various designers who were responsible for the carrozzeria. The setting was also important. We were delighted to have the support of the Reston Town Center, which provided over \$250 in prizes for the entrants as well as the venue. Having the event at RTC enabled entrants and their guests to visit the various shops and outside restaurants while the crowds viewed the cars and voted for their favorite. At the end of the day, Carl Gnam's stunning 1991 Lamborghini Diablo won first place in the Spectator's Choice Contest, followed by Chris Current's Ferrari 275 GTB/4 and the 275 GTS of Carey Tubbs.

