

Take your *FML* to Monterey - A Guide

Monday, Aug. 15

The Quail Rally (All day)

Tuesday, Aug. 16

The Quail Rally (All day)

Automobilia Monterey (All day)

Carmel-by-the-Sea Concours on the Avenue (All day)

Wednesday, Aug. 17

The Quail Rally (All day)

Automobilia Monterey (All day)

The Little Car Show - Pacific Grove (noon to 5 p.m.)

The Motorworks Revival at the Monterey Jet Center (5 p.m. to 10 p.m.)

Auction preview for Gooding & Co. (10 a.m. to 6 p.m.)

Auction preview for Bonhams & Butterfield (10 a.m. to 5 p.m.)

Auction preview for RM (10 a.m. to 8 p.m.)

Thursday, Aug. 18

Pebble Beach Tour d'Elegance (7 a.m. to 3 p.m.)

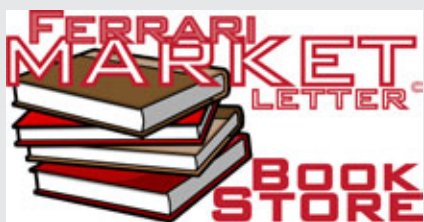
Monterey Motorsports Reunion at Laguna Seca (7 a.m. to 6 p.m.)

Auction preview for Gooding & Co. (9 a.m. to 6 p.m.)

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**Our Bookstore Returns, with a SALE!
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THE FERRARI MARKET AUTHORITY[®]

The Pittsburgh Vintage Grand Prix's Italian Cortile by Chad Ensz

As editor of the *Ferrari Market Letter*, I was chosen to be on a team of judges for the 29th annual Pittsburgh Vintage Grand Prix. We would be working in the Italian Cortile, obviously featuring the traditional Italian marques. With the event attracting a quarter of a million people, this was an event worth investigating.

Basically the event is set up as a vintage car race with many areas designated for particular cars, vendors, etc. The Italian cars would be high atop a hill next to the original clubhouse.

In its day, this clubhouse was the hub for a prestigious private golf club. Unfortunately, as the economy cycles, history dictates hard times are always to be shared with prosperity. When times got tough and the wealthy elite were no longer experiencing excess, the club was closed. From there it was acquired by the daughter of the owner and sold to the city of Pittsburgh -- for \$1 -- with the strict agreement that it would always remain public. This represents a collection of verbal history received before the event.

The documented history is a bit

different with economics failing to enter the lore. Originally named Mt. Airy Tract, this property was to be inherited by the owner's granddaughter, Mary Elizabeth Croghan. But complicating matters, the 15-year-old Mary eloped to England with her 43-year-old suitor. This scandal caused the property to be fiercely fought over, and Mary's father triumphed.

It was upon his death in 1850 that the now named Mrs. Schenley fulfilled her grandfather's wishes and received what was rightfully hers. Some 39 years after that she accepted a presentation from the city of Pittsburgh to use it as a park system. The now Londonite demanded and was assured the park would be named after her and never sold by the city.

Today it is home to the automobile, and for our interests, the Italian Cortile.

What do a handful of Italian car judges do before a big event? Well as it played out, they eat Asian food and talk about Shelby Mustangs. This realization was made by a member of the party and later requested that it not be published, yet I couldn't resist. No worries, we'll have plenty of Italian



cars to discuss tomorrow morning!

Bright and early the next morning brought thunder and cloud cover that foreshadowed the soaking rain that followed. There we stood -- Steve Barney of Sport Auto in North Carolina, Wayne Long of Mid-Atlantic



Sports Cars in West Virginia, Bruce Hall of Applewood Motorcar Transport in West Virginia and myself -- fearing the worse but safe and staying dry under our tent. I've traveled near 700 miles for the Italian Cortile, would ANY cars show up?

Then -- in the pouring rain -- one arrived, a 1962 Maserati 3000 GT Touring Coupe in blue with a white top. Great car, and it survived a drive in the rain, it didn't melt! A Fiat soon rolled in as well as a 308 Ferrari. To know these optimistic owners showed up meant that just maybe they watched the Weather Channel and knew that the day would get better.

I needed the same encouragement which prompted me to access the weather on my iPhone. This process substantiated the arrival of cars -- the rain may well clear out soon. I'm unsure if the news of better conditions impressed Barney as much as the fact that I accessed the information via a phone!



With awards in need of recipients, more cars would need to take a chance on the sun and get to Schenley Park. The Cortile Cup host -- Mid-Atlantic Sports Cars -- offered awards for the -in-class for the following marques: Alfa Romeo, Fiat, Lancia, Maserati, Ferrari and Lamborghini. The biggest honor was for the recipient of the

Cortile Cup or overall Best-of-Show.

The sun did indeed break through the clouds and what was more amazing was how fast the precipitation evaporated and/or soaked in to the ground. As the morning progressed, one would have a hard time wrapping his head around the doom that was felt just a few hours earlier. Mother Nature had taunted us, but now we were experiencing a typical late July hot and humid day -- and the cars came rolling in.

A ride in the golf cart across the vast acreage proved other car marques as faithful as the Italians and there were enthusiast automobiles as far as the eye could see. Nestled in this sea of cars was a windy road and some hay bales. Then there was the glorious music of engines at high RPMs. Next was the "woosh" of vintage racers zipping by. To see these small bore racers was a delight but made me lust for the bigger bore cars like Ferraris,

Corvettes, Astons, Cobras, etc., the inclusion of those would have made the event star-spangled.

The larger much faster cars may not be safe racing on this circuit. They'd lack the proper room to overtake on such a narrow

course lined with trees, elevation changes and a few hairpin corners. But the spectacle of faster, louder more aggressive vintage racing cars -- even if only performing simple parade laps -- would have drawn more to the venue both in terms of spectators and entrants.

It would be unfair not to note that this 29th annual event is in fact a 10-day event with two weekends of racing. The big-bore battalion of 1960s and 70s legends roared through the BeaveRun MotorSports Complex in Wampum, Pa., the previous weekend. BeaveRun is about an hour away from downtown Pittsburgh. My observation would be how much richer it could all be combined into three or four days and on a single venue.

After a self-guided tour of the masses of automobiles, it was time to survey the Italian cars that needed to be judged. A quick walk around eliminates those not worthy and provides the trained eye a select few that would need to be studied further for potential awards.

This stage of judging is the easiest. One needs only to search for the oldest, rarest or most unique cars in each class. Once those vehicles are selected you study their preparation -- cleanliness, overall originality and condition. If the selected cars pass muster and are still in consideration they will be scrutinized against the others that reached the same plateau. If none make the grade, the judging takes a step down to a second tier of criteria, and eventually a winner is determined.

I've participated in many events that have presented Best-of-Show awards to the newest Ferrari. It seems the excitement behind the initial F430s, 599s, Californias and now the 458s draw so much attention that they are often awarded a coveted Best-of-Show when new. I find this trend upsetting since the thrill of seeing a new Ferrari does in fact wear off. How many of these late-model Ferraris have taken home Best-of-Shows because they were the first ones seen? Making a brand new car with 250 miles on it look clean and presentable is all too easy. What is the challenge of this?

Seeing a 40- or 50-year-old car with massive miles on the odometer that is clean and presentable is far



more impressive. Seeing a new 458 for the first time may well “blow your socks off” but when it evolves -- and it WILL -- into just another used Ferrari filling numerous classified pages in the *Ferrari Market Letter*, then you will question the judges who chose that over a freshly restored, 60-year-old, one of five made factory-built custom Ferrari.

That said, a car doesn't necessarily have to be a vintage “speciale” to be appreciated. A 348 with 65,000 miles that looks showroom new is also an impressive accomplishment that deserves a pat on the back or potentially an award.

Much debate surrounds the judging process in any event. But Wayne Long requested a relaxed atmosphere and specified the awards are meant to enhance the experience for the par-

ticipants, not add drama. The Italian Cortile truly allowed for a fun, laid-back approach and the judges' decisions were “mostly” unanimous.

The Ferrari class winner was a nicely cared for, clean 1989 328 GTS owned by Kurtis Sniezek of New Brighton, PA. The overall Best-of-Show was the early arriving 1962 Maserati 3000 GT Touring Coupe owned by Russell Glace of Palm Beach, FL.

The July heat was ironically our friend. By the end of the day no evidence indicated the heavy rain showers that were looking to ruin what turned out to be a resplendent day.

These events are made even better when surrounded by good car people like Wayne Long and his father, Steve Barney, Bruce Hall and Jeff Brinkley. Better yet, it all benefits the Autism Society of Pittsburgh and the Allegheny Valley School. The latter promotes life-long op-



portunities for people with developmental, intellectual and general disabilities and has been doing so since 1960.

Many events are covered by the *Ferrari Market Letter* because they are considered the “big ones.” When you talk about Amelia Island, Cavallino and Monterey, you are dealing with events that readers not only want to hear about

but expect to be covered. Whether they can make it to the actual event or not, they still want to be brought up to speed (no pun intended). These annual occurrences are considered so big that even those in attendance feel the need to later read about the experience they participated in. Those who couldn't attend these juggernauts are



able to be there by proxy when reading from the pages of the *Ferrari Market Letter*. Events as these are just very encompassing. Enthusiasts wait all year for these happenings and when they are over they still want more!

Then there are the events that subscribers SHOULD anticipate, know about, attend and afterwards fail to let go of. We've become enamored with events like the Crescent Classic, Keeneland Concours, the French Quarter Classic (on hiatus) and the latest entry to this wonderful list... The Italian Cortile at the Pittsburgh Vintage Grand Prix.

These events are not yet -- possibly in some cases by design -- at the level of the “big ones” yet should be on the radar of Ferraristi or any car enthusiast. We want the readers to be prepared to season up their schedule with the flavor offered by these fine events.



From left to right yours truly (Chad Ens), Ferrari Class Winners Jackie & Kurtis Sniezek, and Wayne Long of Mid-Atlantic Sports Cars