

SCUDERIA FERRARI CLUB TORONTO Canada

12th Anniversary



#LIVEYOURFERRARI PASSION



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SCUDERIA FERRARI CLUB

TORONTO

Canada



Toronto, June 21, 2025

DEAR MEMBERS, SPONSORS, FRIENDS AND FERRARI FAMILY!

Another unforgettable year has gone by and I am thinking how much we have achieved together, not only maintaining our Scuderia Ferrari Club Ontario strong, but also growing, empowering and reaching new horizons of Ferrari passion thanks to all of us together. Thank you ALL for being Ferraristi in the real meaning of the word ...truly Ferrari FANS!

We persistently and consistently achieved the Best Scuderia Ferrari Foreign Club in the World since inception and in 2024 again.

At times people ask ...what it is to be Best Scuderia Ferrari Club in the World... simple, it is related to the number of our membership, however it is also about how we synergize together and offer one of a kind moments and experiences visiting GP around the World and presenting our entity in the most professional and respectful way truthfully to the Ferrari culture, the Ferrari DNA and the Ferrari rules.

2024 was another amazing Ferrari Year for us. Organizing our Montreal GP was truly memorable, we managed to meet Fred Vasseur and Carlos Sainz for short moments at the Paddock sharing our energy for the Ferrari performance at the Canadian GP. Even the pouring rain wasn't able to stop us..

Our Club House activities have been very well attended and we have been happy to welcome new Ferraristi to our Club House for races, dinners and other events.

The Gala Ferrari Event we have organized was one memorable Event whereby we have welcomed over 250 members to celebrate our 11th Anniversary and unite our Ferrari energy again and again.

The Hungarian GP 2024 was another interesting and memorable experience, visiting a country like Hungary for many of us was a first time and yet one interesting journey in GP moments and times.

Our Scuderia Ferrari Family Annual picnic in the Boyd Park was another lovely day despite the rain we managed to share another great Ferrari Family moment, thank you to all the members who participated, brought their Ferraris and helped us make the event a successful family Ferrari Day.

Our Annual Golf Tournament was a memorable day of golf, energy and great moments. Thank you Golfers and Thank you Sponsors!

Last but not least our annual donation to Million Dollar Smile Charity brought many happy smiles to the children, which is truly priceless.

Ferrari Santa at the Club for our children and grandchildren has been and is perhaps one of the most lovely events when we invited and hosted our most precious people...our children and grandchildren. We make sure our Ferrari Legacy lives and grows year after year, stronger and stronger and stronger.

Finally, the highlights of 2024 were the Italian GP in Monza and Finali Mondiali, in Monza 2024 we witnessed together with great pride and enormous happiness the winning of Charles Leclerc, winning in Monza. No matter how often it is truly is one of the most life changing experiences.

Winning in Monza The Temple of Speed where THE RED PEOPLE are everywhere and all you can see from far and close are Ferrari Flags it is forever life changing, we all will cherish for life.

Our visit to the Finali Mondiali Imola in October of 2024 left unforgettable moments and memories to all of us who walked in the strong rain smiling all the way, being able to unite with thousands of Ferraristi from all over the World our Ferrari love, passion, respect and souls.

Finally our visit to the Ferrari Factory truly felt like a sunny day even though it rained all day. Being able to walk the steps of Enzo Ferrari, and witnessing the magic of where Ferrari was created truly will be treasured forever.

Thanks a Million for the good times, for your support, sponsorship, energy and Ferrari passion!

Let's unite again our Ferrari passion for another great and even greater year in 2025 and beyond!

Let US celebrate Ferrari legacy, let's grow and love Ferrari always!

Forza Ferrari!

Antonio Folino, President Scuderia Ferrari Club Ontario





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STEVEN DEL DUCA
MAYOR



A Message from the Mayor

June 21, 2025

On behalf of the City of Vaughan and Members of Council, I am pleased to extend greetings to everyone attending tonight's Scuderia Ferrari Club Gala Dinner. This is a wonderful occasion to come together in celebration of an incredible organization with an inspiring legacy.

Enzo Ferrari built his dream on a solid foundation of hard work, perseverance and the pursuit of excellence. These values are shared throughout the Vaughan community and grounded by the people who call our city home – many of whom have strong Italian roots.

In fact, Italian Canadians have played a crucial role in shaping our city, enriching our cultural diversity and contributing to our shared goal of building a world-class city where we can all be proud to live, work and raise a family. Vaughan has one of the largest Italian populations in Canada, and we are pleased to honour our heritage by supporting Italian businesses and entrepreneurs.

Vaughan has a long and proud history of successful business leadership. As one of the fastest-growing municipalities in Canada, we value the mission and determination of entrepreneurs who innovate and bring new ideas to the marketplace. Thanks to industry leaders and community partners, like Ferrari, we are solidifying our position as a world-class city.

I want to thank the committee members, organizers and volunteers of tonight's event for their hard work and generosity. Without your support, events like these wouldn't be a reality.

Please accept my best wishes for a successful evening.

Sincerely,

A handwritten signature in blue ink that appears to read "Steven Del Duca".

Steven Del Duca
Mayor



Mariana Todorova

Chief Executive Officer



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LEGACY WEALTH

SCUDERIA FERRARI CLUB

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TIFOSI,

June 21, 2025



Legacy Ferrari it is one kind of a Legacy shared by billions all over the World. Reminiscing about the most beautiful moments of my Ferrari 2024 year in my mind besides so many are Monza 2024 and Finali Mondiali Imola 2024.

The deeper we get involved into the Ferrari passion, DNA and energy the more and more we experience the phenomenal Ferrari Legacy created by Enzo Ferrari, our HERO and a Legend! Grazie Drake!!!

Arriving in Monza for the GP it is always one most delightful moment of all, the expectation of winning, the red people all over the city, the aroma of the track, the symphony of the empowered Ferrari engines... our beloved Ferrari Team... indeed nothing can be compared to this moments...

The iconic Monza circuit is one of the faster tracks and always promising to be trilling... Despite of the super hot weather in September of 2024 we were unstoppable, every year when I arrive in Monza I wonder how the other teams are feeling here at our "Temple of speed"?

No other exist here but our beloved Ferrari...all RED Ferrari! Statistics showed 335,000 fans attend Monza GP in 2024, being there and sharing this unforgettable moments of Ferrari Victory simply was, is and always be beyond sensational. The triumph of Charles Leclerc and the immense joy of all Ferraristi, winning a Race is making history, winning in Monza it is creating that Legacy Ferrari that will exist and be treasured forever. We, at our Scuderia Ferrari Toronto Group were delighted to share this historical moments together.

Finally, The Grand Prix in Monza it is and forever will be a spectacle of speed, strategy and passion. Just like the Italians always cheer: "Forza Ferrari! Vinceremo nella casa nostra!"

Finali Mondiali 2024 will be forever in my memoirs and heart as most rainy week ever ...so much rain and so many smiles despite of the rain.

Arriving to Imola Circuit Enzo & Dino Ferrari it is so special, especially witnessing the love and the immense passion for Ferrari all red and all Ferrari! 33,000 Ferraristi at Imola 2024 from all over the world... Thank you Tony Folino for organizing this unforgettable journey in passion Ferrari for us! Meeting all our friends from all over the World and Italy Ferrari it is simply like a family reunion, even the pouring rain couldn't stop us...I realized at this moments that racing is like love... when you love you love all the time not only on a sunny day, and we were racing ...visiting the paddock, meeting Antonio Fuoco, Antonio Giovanazzi, and the sensational 499P from 24 Hours of Le Mans.. feeling the power of the FXXK EVO 85 Ferrari of my friend Lance and sharing this super happy and special moments with all the RED people. Each day, each moment was truly special and delightful, attending a dinner celebration with another 90 Ferrari people from Scuderia Ferrari in Imola, meeting the mechanics of Ferrari Corso Clienti, chatting about Ferrari, Enzo Ferrari and all Ferrari was beyond priceless..

Simply passion Ferrari arriving to the Ferrari Factory the day after to visit this amazing place again meeting Mr. Benedetto Vigna at the front door was beyond blessing, and yes we came home...rain or no rain... enjoying lovely lunch at Lo Smeraldo where our friend Lello Apicella always welcome us with great Italian food, wine and smile... and finally meeting Vince at his restoration shop across the street and the iconic F40 for my private moment...ah Maranello you are truly our beloved Ferrari city.

"Passion we can not describe...we can only live it!" said Enzo Ferrari

Feeling truly blessed by having the opportunity to experience Passion Ferrari, Legacy Ferrari and Ferrari Forever!

Forza Ferrari sempre!

Mariana Todorova
Scuderia Ferrari Toronto

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SCUDERIA FERRARI CLUB

TORONTO

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Toronto, June 21, 2025



Dear Tifosi, Members and Friends,

"Few names in the automotive world ignite emotion quite like Ferrari", Since 1947, when Enzo Ferrari turned vision into reality, this marque has become far more than a carmaker - it is a living emblem of passion, precision, and pursuit of excellence. For me, and for so many devoted collectors around the world, Ferrari represents something deeply personal.

At Scuderia Ferrari Toronto, we don't just gather for races, we build friendships that turn into family the bond is forged not just on the road, but in the unforgettable moments we have share not only in our clubhouse but also around the world like Dubai, Maranello, Montreal, Monza and much more. I am a member of Scuderia Ferrari Toronto since 2018 and had the honour of becoming Vice-President of the club in 2021. From the moment I became a member I knew that I was in the right place, along with our members passion we take pride of giving back to our community. We have come together as a family during our monthly dinners, Gala, Summer Picnic, Christmas Party and seeing the faces of the children at the Kid's Christmas Party. We also continue to have the honour of raising funds for "Million Dollar Smiles".

To be a Ferrari member is not just to own history, but to preserve it. You are the custodians of our story, of our victories, of the relentless pursuit that defines Ferrari. That connection - between man, machine, and meaning - is what makes this community so extraordinary.

It is an honor to share in this journey with you. Everyone is welcome to become a member and join the Ferrari passion at the Scuderia Ferrari Club.

FORZA FERRARI!

Enzo Elia

Vice-President Scuderia Ferrari Club Toronto



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Una splendida amicizia di lunga data lega il nostro SFC a quello di Toronto; ci accomunano allegria, goliardia e voglia di fare. Passione ed emozione fanno dei nostri due club due splendidi club.

Il nostro carissimo amico Antonio Folino è l'esempio lampante di come devoti e appassionati fan del Cavallino Rampante siano parte di una stessa famiglia; non manca mai occasione per incontrarsi e condividere momenti di sana amicizia.

E siccome si dice "buon cibo, bella gente" a noi piace questo sentirci uniti non solo intorno a Ferrari ma anche intorno ad un tavolo.

Vi aspettiamo sempre a braccia aperte e non mancheremo di raggiungervi in Ontario.

Grazie a voi per essere parte di noi.



Con stima e simpatia
Il Consiglio Direttivo SFC Abbiategrasso

Paolo Pavesi

Presidente Scuderia Ferrari Club Abbiategrasso

Scuderia Ferrari Club Abbiategrasso scarl

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Ferrari Legacy



Dear Ferrari Family,

"If you can dream it, you can do it!"
Enzo Ferrari

2024 Ferrari Year was truly outstanding.

In my mind are lingering the moments of racing for autistic children charitable event in Cayuga and being able to share with a special child the moment of racing on the track... in a Ferrari...the boy never stopped smiling and so do I...

To me THE Legacy Ferrari is the most dearest, hence most important... yes Ferrari is a super sports car, fast and very powerful.. racing it is another level of Ferrari DNA, but when I am able to see a Ferrari in the eyes of a child this is it beyond priceless... because no matter when and how our Ferrari Legacy will live forever and always.

Some our initiative in 2025 have been designed to involved more our junior members, boys and girls who will fall in love with Ferrari, and what Ferrari represent- character, hard work, determination and charisma to dare and dream just like our Legendary Enzo Ferrari did and taught us doing!

Join us on 29 of June 2025 at the Club House between the hours of 11 am-2 p.m. with your children and grand children as we offer a Ferrari drive to experience Ferrari with Scuderia Ferrari Club Ontario.

Dream Ferrari, Drive Ferrari, Love Ferrari because when you do the World knows you have arrived!

Forza Ferrari!
Mariana Todorova



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SCUDERIA FERRARI CLUB

TORONTO

Canada



Toronto, June 21, 2025

Dear Members and Friends:

I, along with my husband, joined the Toronto Scuderia Ferrari Club in 2017 and attended our first trip with the club to Abu Dhabi. We have created some unforgettable moments together. The club members are a family who are passionate, energetic and loyal to our club. We have since made lifelong friendships. We've shared our passion for Ferrari with laughter, good food and a fun time with our fellow members.

The club has a calendar of events every year which include Friday night dinners at the club-house, an appreciation event for our sponsors, various trips to races around the world with yearly visits to Monza/Montreal, summer picnic, annual gala, golf tournament, Christmas party and Santa for the children. The Ferrari family also believes in giving back to our community. Most recently, we support the Million Dollar Smile where we raise funds to build a backyard playground for children with special needs. This is all possible because our president, Antonio Folino, and the members of the board are a hard working group of people who make the club so successful. Their passion for Ferrari is their inspiration to bring the members together for events to celebrate Ferrari.

Our club is open every Wednesday night, Saturday morning and on race days regardless of the time. New members are always welcome!

I am proud to serve as a board member for this club. Come and join our club and bring your Ferrari passion for another outstanding year together.

Thank you to all our members for your support!

Mirella Baldassarra



CLUBHOUSE ACTIVITIES

Thank you Tifosi, for the nice time of synergy we created during 2024 Club House Events. No matter if we gather to share nice Italian meal, or we organized gatherings to watch the races, together this times have been special and they will always be cherished by all of us! Thank you to all of our members who helped and assisted us to create this moment together.



CLUBHOUSE ACTIVITIES





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SCUDERIA FERRARI CLUB

TORONTO

Canada



Toronto, June 21, 2025



Dear Members,

I hope this message finds you all well and in high spirits as we gear up for another exciting year together. I'm writing to share a few thoughts and memories from what has become an unforgettable tradition for me - the Italian Grand Prix trip organized by our incredible club.

Over the past three years -2022, 2023, and 2024 - I've had the pleasure of joining the Scuderia Ferrari Club Toronto on this truly stress-free and expertly planned adventure through Northern Italy. Each trip has been more than just a Formula 1 experience; it's been a cultural journey filled with breathtaking sights, mouthwatering cuisine, and the kind of camaraderie that makes this club so special.

Our travels have taken us to vibrant cities like Milan, with its fashionable streets and iconic Duomo, and Verona, where the charm of Juliet's balcony and the beauty of the ancient arena set the scene. We've strolled the elegant boulevards of Turin, explored the lakeside magic of Lago di Como, and even crossed into Lugano, Switzerland, with its serene blend of Italian flair and Swiss precision.

Of course, no Ferrari enthusiast's trip would be complete without a visit to Maranello, where we toured the legendary Ferrari Museum—a dream come true. In Modena, walking through Enzo Ferrari's house and museum was a powerful reminder of the passion and innovation that drives the Prancing Horse legacy.

And then there's Monza. The roar of the engines during qualifying and race day is something you never forget. The adrenaline, the atmosphere, the sea of red—it's something every tifoso should experience at least once in their life.

Throughout the trip, one thing remains consistent: the food. Whether it's a simple pasta in a small trattoria or a fine meal overlooking a lake, every bite reminds you why Italian cuisine is loved worldwide. I'm also incredibly honoured and humbled to have recently been elected to the club's Board of Directors for Public Relations. At 30 years old, it's both a privilege and a responsibility I take seriously. Thank you to everyone who placed their trust in me—I look forward to promoting our great club and the passion we all share for Ferrari.

Being part of the Scuderia Ferrari Club Toronto means being part of something truly special. Our members are not just fans—they're friends, family, and fellow adventurers. I'm proud to stand alongside each of you, and I look forward to seeing everyone at the clubhouse and at the fantastic events we have planned for the year ahead.

Forza Ferrari!

Warm regards,

Pasquale Anthony Folino

Scuderia Ferrari Club Toronto – Board of Directors, Public Relations

GALA NIGHT

What a beautiful and elegant even was our Annual Gala in 2024, celebrating 11 years since inception with class and flair!
Thank you for sharing this memorable even with us!



GALA NIGHT





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Come nasce una leggenda



Come nasce una leggenda.

"I sogni sono contagiosi"

Enzo Ferrari, il leggendario imprenditore, era seduto di fronte ai proprietari dell'Alfa Romeo.

All'epoca, Enzo era un sognatore che non aveva ancora raggiunto l'apice come produttore automobilistico.

Si trovava in ufficio con le persone giuste, al momento giusto, ma non era riuscito a convincere l'Alfa Romeo a fidarsi di lui per costruire una nuova auto da corsa.

- ***"Come farà a costruire l'auto più veloce del mondo? Hai soldi?"*** — chiesero a Enzo.
- ***"Nemmeno un centesimo,"*** rispose Enzo sorridendo, ***"ma ho un piano."***

Ci furono risate e persino sguardi compassionevoli.

- ***"Con un piano non basta,"*** gli risposero.
- ***"Ah, questo sì. Datemi un secondo."***

Enzo uscì dall'ufficio e tornò con delle planimetrie di un nuovo modello di auto.

- ***"Ha una fabbrica e il personale per farlo?"*** — chiesero.
- ***"Ho tutto questo, e il miglior designer di auto del mondo..."***
- ***"Questo è impossibile! Si chiama Vittorio Jano e lavora per la FIAT. Abbiamo provato a ingaggiarlo molte volte, ma ci ha sempre rifiutato,"*** risposero i proprietari dell'Alfa Romeo.

Enzo si avvicinò a loro e, parlando a bassa voce, disse:

- ***"A loro hanno parlato solo di soldi, non di un sogno. I sogni sono contagiosi..."***

Enzo uscì dall'ufficio, lasciando i proprietari dell'Alfa Romeo paralizzati. Davanti a loro c'era la più bella macchina mai progettata.

E all'improvviso, Enzo entrò con Vittorio Jano, il grande stilista, e lo presentò. In quel momento, iniziò la leggenda.

2024 CANADIAN GRAND PRIX (MONTREAL)

Traditionally every year Scuderia Ferrari Club Toronto is offering to all members the opportunity to attend Canada Grand Prix together. Montreal GP 2024 was exciting, when we unite our energy for Ferrari on the Track it is truly priceless. What an amazing moments, to welcome the Ferrari Team at home.



HUNGARIAN GRAND PRIX

Joining the Ferrari Club last year was one of the best decisions I've ever made - it brought me so much joy to share my passion for F1 with my wife, especially seeing her awe and excitement during her first race in Hungary. The incredible tours, new friendships, and unforgettable memories made it such a special experience that we're thrilled to do it all over again this year!

Dino Furia





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2024 ITALIAN GRAND PRIX (MONZA)

For me it was definitely a bucket list experience!! I've followed F1 from my teens, I never would imagine seeing Ferrari win at Monza, And Sara and I felt like we have been part of the club for years, what an amazing group of people! Hopefully we experience victory again and again this season !! Forza Ferrari

Giovanni Rigitano



2024 ITALIAN GRAND PRIX (MONZA)

Watching Ferrari triumph at Monza, surrounded by my son and friends from the Ferrari Club, was an overwhelming surge of pride, joy, and pure emotion that I'll carry in my heart forever. The roar of the crowd, the sea of red, and the sight of that iconic car crossing the line first left me breathless, with goosebumps that still linger as I relive every unforgettable moment. It wasn't just a race - it was a dream realized, a bond shared, and a memory etched in time.

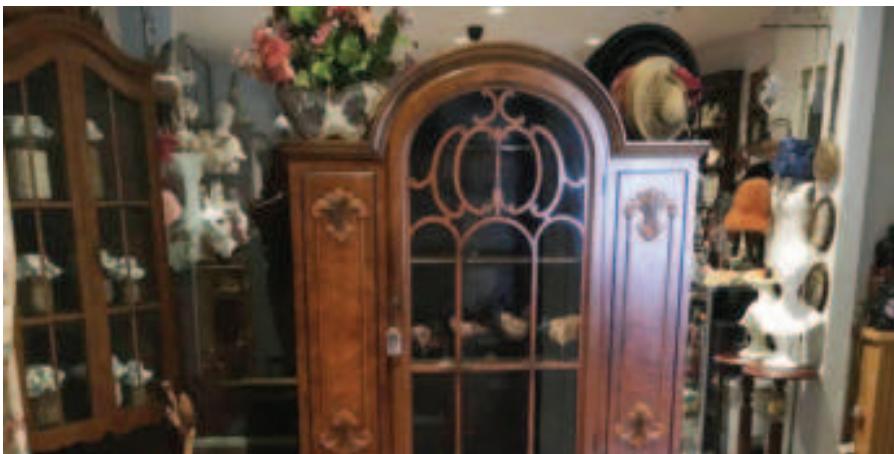
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I never imagined that I would be a part of this surreal celebration in my life. To experience it with friends and family still seems like a dream...the dinner after was the cherry on the cake.

Lio Grande





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*RACE ON SATURDAY

2025 CALENDAR

R1		14-16 MAR AUSTRALIA MELBOURNE
R2		21-23 MAR CHINA SHANGHAI
R3		04-06 APR JAPAN SUZUKA
R4		11-13 APR BAHRAIN SAKHIR
R5		18-20 APR SAUDI ARABIA JEDDAH
R6		02-04 MAY USA MIAMI
R7		16-18 MAY ITALY IMOLA
R8		23-25 MAY MONACO MONACO
R9		30 MAY-01 JUN SPAIN BARCELONA
R10		13-15 JUN CANADA MONTREAL
R11		27-29 JUN AUSTRIA SPIELBERG
R12		04-06 JUL UNITED KINGDOM SILVERSTONE

R13		25-27 JUL BELGIUM SPA
R14		01-03 AUG HUNGARY BUDAPEST
R15		29-31 AUG NETHERLANDS ZANDVOORT
R16		05-07 SEP ITALY MONZA
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R19		17-19 OCT USA AUSTIN
R20		24-26 OCT MEXICO MEXICO CITY
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Calendar Activities 2025

- 1) Open of clubhouse every Sunday of the race and every Wed. night.
- 2) Monthly Friday dinner at clubhouse.
- 3) Sponsors appreciate dinner - April 9
- 4) Imola Grand Prix - May 15 to 19
- 5) Million Dollar Smile Charity Dinner (Clubhouse) - May 23
- 6) Barcelona Grand Prix - May 27 to June 3
- 7) Gala Dinner dance and car show - Saturday June 21
at Venue Banquet Hall - 2800 highway #7
- 8) Legacy Ferrari (Drive event) junior Members - Sunday June 29
- 9) Trip to Canadian Grand Prix (Montreal) - June 13 to 17
- 10) Annual Picnic - July 20
At St Patrick Church (Corner of Gore Rd and Mayfield Rd)
- 11) Drive Ferrari Dream Ferrari - August 17
- 12) Italian (Monza) Grand Prix - Sept 2 to Sept 9
- 13) Golf Tournament Sept 14 or 21 (TBD)
- 14) Potential Finali Mondiali and Factory Tour - October 22 to 29
- 15) Qatar Grand Prix - Nov 26 to Dec 2
- 16) Abu Dhabi Grand Prix - Dec 2 to Dec 9
- 17) Annual Christmas Party - Dec 13
- 18) Ferrari Santa Kids Party - Dec 21

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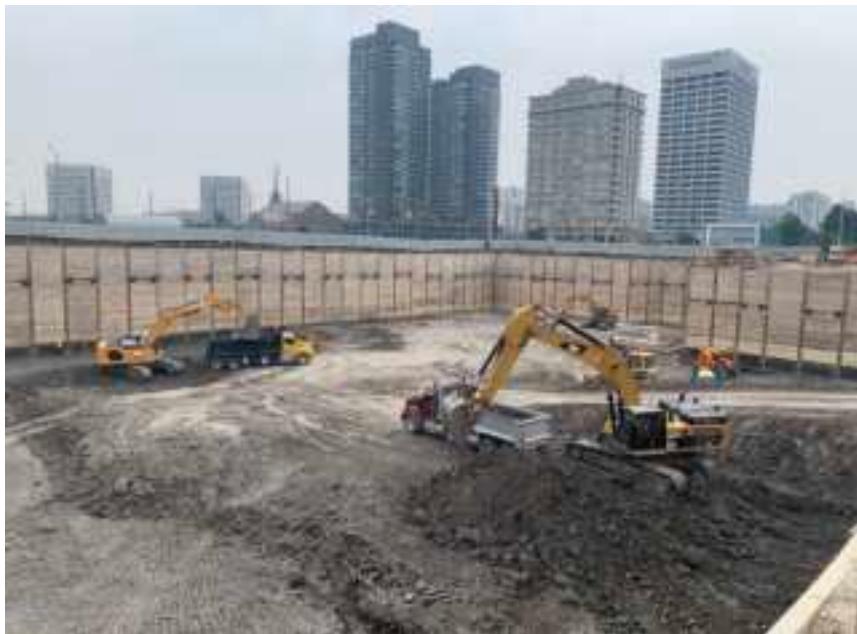


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Enzo Ferrari

"I wasn't afraid to lose... because I knew I was born to take risks, not to watch from the grandstand. "

My name is Enzo Ferrari, and although my last name is tattooed on the most desired cars in the world today, my story began in a small workshop, between old engines and even bigger dreams.

As a boy, I wasn't a genius or the most applied. But when I saw my first race, I knew I wanted to dedicate my life to speed. Not to follow her.... but to create it.



I ran. I lost. I have won. But when I stopped driving, my true career was born: to build low-flying machines. I founded Ferrari in a war-torn country, with no money or guarantees, just with a clear goal: that every car carried a soul, not just an engine.

Many told me I was crazy to challenge the Alfa Romeo and later Ford. No one bet on a stubborn dreamer in a squatter with no resources. But I didn't care. Because while others were building cars... I was creating legends.

The early engines roared with rage, and not because they were perfect... but because they were alive.

I lost my son, my riders, my friends at the track.. but i never stopped my march. Because in every car we build, there's more than just engineering. There is grief, passion and eternity.

"Ferrari wasn't born in a garage... was born in the heart of a man who refused to stop when everyone screamed it was time to stop. "

"If your passion accelerates faster than your fears... then you are already in the pole position of your life. "

– Enzo Ferrari

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An immigrant from Calabria, Italy at 19 years old. A husband, a father, a friend and mentor to many. A successful entrepreneur. Shoeless Joe's being one of his greatest successes but most importantly... Our grandfather.

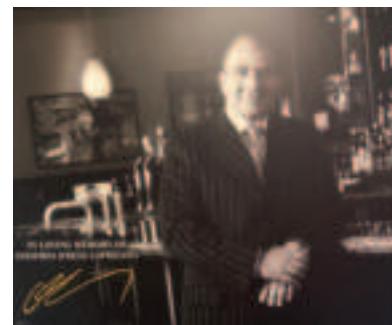
Fred had an undying love and passion for life. His energy simply filled up a room. He was the kind of man that enjoyed being around people and people enjoyed being around him. He was the first to jump in and lend you a helping hand in anyway he could.

After his unexpected, passing in January 2020. Fred's energy was larger than life, so it became our mission to continue what he started.

With Fred as our inspiration, the intentions of Fred's Foundation is to bring the same opportunities to our community just as he always provided us. We want to carry on his legacy and help "Fred's friends succeed in life".

Fred's Foundation is a Canadian Non Profit organization whose main mission is to raise funds and awareness for other local charities by hosting fundraising events.

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NEW RULES 2025

1. The removal of the fastest lap point

Since 2019, a driver finishing in the top 10 could earn a bonus point by setting the fastest lap of the race. Sometimes that meant drivers would still be pushing late on trying to take the accolade, or even make late pit stops for fresh rubber to increase their return.

But it also opened up the possibility for a car outside the top 10 to pit and take the point away from another driver, even if they weren't going to score themselves. And with the bonus sometimes proving a controversial topic, the decision was taken to remove it from the scoring system this year. The rest of the points system remains unchanged, with the top 10 drivers scoring in a Grand Prix, and the top eight in a Sprint.

2. Driver cooling systems

If a weather forecast predicts temperatures of 31C or above at some time during a Sprint or Grand Prix, a Heat Hazard can be declared. Teams will subsequently be notified by the FIA of the declaration and will be required to fit a mandated driver cooling system.

This, in turn, leads to an increase in the weight limit of the cars with two different limits applied – an additional 2kg for practice, Qualifying and Sprint Qualifying sessions, but a total of +5kg for a Sprint or Grand Prix.

3. Limits to race drivers testing old cars

A year ago, there was a tweak to the Testing of Previous Car (TPC) regulations as teams had to use components that had run during a race weekend at least once. This time around, the changes relate to the drivers getting behind the wheel. While teams can carry out up to a maximum of 20 days of TPC running in any given calendar year, their race drivers are only allowed to take part in four such days, during which they are not allowed to exceed 1000km of running in total. The restriction only relates to TPC track time – using a car that is at least two seasons old – and not tyre testing or promotional running with current machinery.

Teams are also only allowed to have one TPC car available to run during a test at any one time.

4. More running for rookies

The mandatory FP1 running for rookie drivers has been expanded for 2025, ensuring double the amount of track time during a race weekend for those who have participated in no more than two F1 races in their career. Teams have had to run a rookie at least once in each of their cars – so on two occasions in total – each season since 2022, but as of this year that number increases to twice per car. So, with each team made up of two cars, that means four occasions during the year when they will run an inexperienced driver for the first practice session of a weekend.

5. Tighter restrictions on DRS designs and wing deflections

The FIA has tightened up the technical regulations surrounding the rear wing and DRS (Drag Reduction System), with the main changes focusing on defining the state of deployment and restriction to only two positions (closed and open). This has been brought in to close off "mini-DRS" concepts – where the top elements of a rear wing tilt backwards at speed to reduce drag. There will also be more stringent testing of the rear wing slot gap to limit how much deflection is acceptable, up from an applied load of 10 newtons to 30 newtons.

6. Tweaks to qualifying classifications

Last year's Sao Paulo Grand Prix raised the possibility of qualifying not being possible due to the weather, and it has now been written into the regulations that, as long as the stewards accept that a qualifying session can't take place, the grid for the race will be defined based upon the Drivers' Championship classification. The same applies for a Sprint Qualifying session not being able to take place. In both cases, if the Drivers' Championship order can't be used (such as at the first round of the season) then a grid order will be decided at the stewards' discretion.

7. A mule car tyre test

While the Young Driver Test will run as usual – with a current car being used by a driver who has started no more than two Grands Prix – the second car has to be a mule car that is adapted for the purpose of testing the 2026 tyres. Those tyres will be of a different dimension and specification to the 2025 Pirelli rubber, and the expected performance characteristics of the next generation of cars will also differ, so teams can use either their 2025 car, or any car falling within the previous four years, that has been "suitably modified for the purpose of providing the appointed tyre supplier with a means of track testing of its future products".



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Una Giornata Particolare



Nell'anniversario della morte di Papa Wojtyła, vogliamo ricordare quando il pontefice decise di omaggiare i lavoratori emiliani con una visita alla Ferrari, celebrando una funzione religiosa dai contenuti particolarmente toccanti.

Sulla pista di Fiorano, a stupire non è lo sfrecciare dei bolidi rossi, ma un grande elicottero bianco, dal quale si intravede una veste candida. All'aprirsi delle porte, la veste rivela la presenza di Giovanni Paolo II.

All'incontro, organizzato da tempo, partecipano le maestranze della Ferrari, che per l'occasione hanno preparato un omaggio da consegnare al vescovo di Roma. Le persone accorse salutano il Papa con canti e applausi e, quando il pontefice raggiunge il palco, Giovanni Paolo II inizia a parlare alla folla con passione e maestria, alternando temi religiosi e lavorativi.

Finita l'omelia, il Papa benedice i presenti e, stupendo tutti, si avvicina a Piero Ferrari, chiedendo se non ci fosse una Ferrari. Il figlio del Drake, sorpreso dalla richiesta, non se lo fa ripetere e in un attimo si ritrova seduto su una Mondial Cabrio. Il vescovo di Roma sale sulla GT e, dispensando benedizioni, si fa accompagnare alla casa di Enzo Ferrari.

Nel casale manca il Re. Enzo Ferrari, ormai stremato dall'età, è costretto a mancare l'incontro a causa di un improvviso attacco di febbre.

Questi due giganti del '900 si scambiano qualche parola al telefono. Il contenuto della telefonata resta un segreto, mai svelato, ma che ha dato origine a numerose illusioni, destinate a rimanere tali.

Prima di ripartire, il Papa viene accompagnato ad ammirare alcune delle Ferrari più iconiche, poi, con passo svelto, raggiunge la scaletta dell'elicottero e riparte.

Aver visto Papa Wojtyła su una Ferrari, per la gente emiliana, non è stato colto come un atto di superbia, ma come un tenero gesto d'affetto verso l'uomo che ha fondato la leggenda del motorismo e che avrebbe incontrato solo in un altro momento...



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FERRARI SF-25

Ferrari presented the SF-25 on the sidelines of the F1 75 Live event. Hamilton and Leclerc's new car is ready to challenge Red Bull, McLaren and Mercedes for the world title, which they only just missed last year in the constructors' standings, while as far as the drivers' standings are concerned, the hope is that a step forward has been made. Below is the technical sheet of the new single-seater built in Maranello.

TECHNICAL SPECIFICATIONS

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Total weight with water, oil and pilot: 800 kg

Front and rear wheels: 18"

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No. of cylinders: 6

Bore: 80 mm

Stroke: 53 mm

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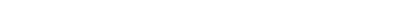
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Million Dollar Smiles Giving Back to Society Spreading Joy to Children with Special Needs
At Million Dollar Smiles, our mission is to bring joy and normalcy to children dealing with life-threatening illnesses and special needs. We achieve this through two remarkable programs: building custom playgrounds in the children's backyards and our annual Teddy Bear Drive.

We're deeply grateful to our incredible sponsor, Scuderia Ferrari, who has supported us since 2023. Their dedication has enabled us to create life-changing playgrounds for deserving children. One notable example is the playground built for a six-year-old boy and five-year-old girl, both diagnosed with nonverbal autism. Ferrari's team worked tirelessly in the sun to build a safe and fun space for these siblings to play.

The joy on their faces was priceless. Ferrari's commitment to our cause has continued, and in 2024, they sponsored another playground for three-year-old boy, who was diagnosed with a severe developmental disability, nonverbal, and brain mutation. The little boy's family was overwhelmed with gratitude when Ferrari's team surprised him with his very own playground.

We're thrilled that Ferrari will be building another playground this year. Their partnership has made a significant impact on the lives of these children and their families. By bringing the park to them, we're creating opportunities for play, laughter, and connection. We're honored to have Scuderia Ferrari as a sponsor and look forward to our future collaborations.





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MILLION DOLLAR SMILE

For those that didn't participate in the SFC Toronto Million Dollar Smiles day, the only word that can be said is "humbling". To see a group of club member volunteers arrive not knowing what to expect, come together and put a backyard gym together for a start up charity and local family in need who were so gracious and thankful? No other words but "humbling".





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*Congratulations to Scuderia Ferrari Club of Toronto
on the 12th Year Anniversary*

Part 6 From the previous Magazine



Regazzoni supported my choice of a team-mate for him in 1974. «Lauda is young and almost unknown, but he's very good», he told me. «And I think he'll do very well for Ferrari». And since Lauda was already the one I had in mind, I hesitated no longer. Right from the start he worked like a professional, meticulous in his race preparations of both himself and his car, something for which he showed a natural, instinctive gift. And when he raced he looked confident and determined right from the start. I'd compare him to Collins in style and manner. Before long he had shown himself to be a great and intelligent driver, there can be no doubt about that. He did a lot with Ferrari and could have done a lot more. As for his character, I'm disinclined to judge people, though I have my own opinions of course, because I think it's impossible to judge another human being unless you have been in the position that led him to behave as he did. Which is why I never thought of writing a book about Niki Lauda. He on the other hand, went off and took the time to pen a whole diatribe against Ferrari and its people, an attack that time has proved unjustified. When Scheckter won his world title in 1979, I got a telegram of congratulations from Lauda to which I replied 'Dear Niki, thank you for your telegram of congratulations which did bring one sad thought to my mind: "If Lauda had stayed, with Ferrari, he might already have equalled Fangio's record".'

Enzo Ferrari's Story

Fu Regazzoni a confortarmi nella scelta del pilota da accompagnare a lui nella squadra 1974. «Lauda è un giovane poco conosciuto, ma molto in gamba - mi confermò - e penso che, con la Ferrari possa fare molto». E poiché quel nome era già radicato nei miei propositi, non ci furono altri ripensamenti. Apparve subito un giovane serio, puntiglioso nella sua preparazione e nella messa a punto della vettura che gli riusciva istintiva, naturale. In gara espresse subito doni di sicurezza e determinazione. Lo paragonerei a un Collins, come stile e comportamento. In poco tempo divenne un grande, intelligente pilota: questo è fuori discussione. Con la Ferrari ha fatto molto, e tanto di più poteva fare. Quando al suo carattere, io non esprimi giudizi sugli uomini, posso al massimo avanzare delle opinioni perché sono convinto che nella vita non si possa giudicare un essere umano se non ci si è trovati nelle identiche condizioni di necessità nelle quali ha agito. Ecco perché non ho pensato di scrivere un libro su Niki Lauda, mentre Lauda, se n'è andato, ha trovato il tempo di dedicare alla Ferrari e ai suoi uomini un intero protocollo accusatorio, che il tempo ha giustificato. Quando Scheckter ha vinto il suo titolo mondiale, nel 1979, ho ricevuto da Lauda un telegramma di felicitazioni, al quale ho risposto: «Caro Niki, grazie del tuo telegramma che mi ha suggerito un'amara riflessione: se Lauda avesse ritenuto di restare alla Ferrari potrebbe aver già egualato il record di Fangio».





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Quelli di Villeneuve fa un'assunzione a sorpresa, che scatenò un plebiscito di critiche, forse giustificate in quel momento. Di Giles aveva avuto informazioni da un amico che risiede in Canada, da Chris Amon e da Walter Wolf che si era reso di lui per alcune gare della categoria CAN-AM. Lo vidi poi in televisione, in corsa a Silverstone su una McLaren. La sua origine era cariosa: idolo delle excozette e vincitore del campionato Atlantic. Assunse la decisione di ingaggiarlo, indotto dalla convinzione che con una adeguata preparazione è possibile, se esistono predisposizioni e talenti naturali, «costruire» un pilota. Villeneuve, con il suo temperamento, conquistò subito le fave e ben presto divenne... Giles! Sì, c'è chi lo ha definito «aviatore» e chi lo valutava sìstato, ma con la sua generosità, con il suo ardimento, con la capacità distruttiva che aveva nel pilotare le macchine macinando seminari, cambi di velocità, frizioni, freni, ci insegnava cosa bisognava fare perché un pilota potesse difendersi in un momento imprevedibile, in uno stato di necessità. È stato campione di combattività e ha regalato, ha aggiunto tanta notorietà alla Ferrari. Io gli volevo bene.

Our hiring of Villeneuve was a surprise decision that triggered widespread criticism which may have been justified at the time. I had heard about Giles from a friend living in Canada, from Chris Amon and from Walter Wolf for whom Giles had driven in several CAN-AM class races. Then I saw him on TV, driving a McLaren at Silverstone. His background was unusual: he'd been the idol of the smarmobile fans and had won the Atlantic Championship in that sport. When I decided to hire him I was convinced that, assuming the right attitude and natural talent and given the proper training, drivers can be "made". Given his particular temperament Villeneuve quickly won over the fans to whom he very soon became simply "Giles". Of course there were those who called him a "rier" or quite simply crazy, but his generosity, his enthusiasm, not to mention the way he smashed up stub-axles, gearboxes, clutches and brows on his way to the finishing line, taught us a great deal about how to help a driver defend himself when some sudden need arose. He was a combative champion and he made Ferrari a household name. I was very fond of him.



La sfortuna non esiste, c'è soltanto quello che non abbiamo potuto o saputo prevedere

There's no such thing as bad luck, just events we were unable to predict.



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Camicio Manfredini presidente del banco San Geminiano e San Prospero ha esaudito il mio desiderio: abbiamo uno sportello della banca all'interno della fabbrica. Si sa che i quattrini si prestano a coloro che non ne hanno bisogno: questa è una vecchia regola delle banche e io avevo ben poco al sole che potesse "garantire" quando andai nel 1950 a chiedere il prestito di un milione di lire. Ero accompagnato dal mio avvocato Enzo Levi e ci ricevettero il consigliere delegato Giuseppe Casoli. Costui mi lasciò parlare per un'ora, continuando a fissare un punto sul pavimento e facendo girare i pollici, si che non mi pareva di averlo entusiastico, quando alla fine levò la testa, allargò le braccia, guardò il mio avvocato e gli disse: «Questo giovanotto mi ha raccontato una storia molto bella. Cosa dobbiamo fare, avvocato, glielo diamo questo milione?». Oggi ricevo abbastanza di sovente proposte di affari da istituti finanziari d'interesse nazionale, ma io normalmente rispondo che la mia firma è conosciuta al banco San Geminiano e San Prospero, i due santi protettori di Modena e di Reggio Emilia, e non ho mai dimenticato che quel piccolo banco provinciale mi dimostrò come anche i valori dell'uomo possono essere considerati capitale, garanzia e molte cose ancora.

My friend Manfredini, Chairman of the San Geminiano and San Prospero bank, arranged something I had always wanted: now we have a branch of the bank inside our factory. As we all know, money only gets lent to people who don't need it and that's certainly how banks operate. Well, I had very little to offer in collateral back in 1950 when I went to the same bank to ask for a million lire loan. I was accompanied by my lawyer Enzo Levi and we were received by the bank's managing director Giuseppe Casoli. Casoli let me talk for an hour as he kept his poor hand on the floor and twisted his thumbs. So it doesn't work as if I'd been very persuasive. Then he looked up, stretched, looked over to my lawyer and said: "This young man has told me a fascinating story. So, what should we do? Should we give him his million?" These days I quite often get business proposals from major national banks, but I usually give them a standard answer: that my signature is recognized at the piano of San Geminiano and San Prospero, patron saints of Modena and Reggio Emilia, and I have never forgotten the way that little provincial bank showed me that human values can be valued as capital, collateral and a lot more to boot!



The Pope's visit:

This is the link every in his own hand in Enzo Ferrari's 1966 diary and it appears on the June 4 page. After months of planning and preparation, the event took place as expected, every move recorded with bibles of press reporters and TV crews. John Paul II even took a turn in a Ferrari on the Fiorano track before giving his blessing to a large crowd of Catholic faithful and Ferrari fans. All that was missing was the face-to-face meeting between the two men because Ferrari was too ill to leave home. So the organisers did the only thing they could by arranging a telephone conversation between the two of them. Ferrari at home, the Pope in the track secretary's office. "Here I am, Ferrari", began the Pope. "I've given a kiss to the Enzo. I do hope you'll be better soon". "Thank you your Holiness. I'm not a good Catholic and I've never prayed, but every night, before I go to sleep, I think about the people dear to me, the ones I've lost and those I still have around me. And since I saw the TV pictures of you unconscious in St. Peter's Square after the assassination attempt, I've always included you in my thoughts. I'm sorry not to have met you". And from the way Enzo Ferrari said that last sentence, it was clear to all his listeners that there was not going to be another opportunity.



Visita del Papa.

E l'ultima anticipazione di sui pagini della pagina 4 giugno dell'ultimo 1966 al Enzo Ferrari. Pronto e preparato da mesi, l'evento ebbe il suo regolare corso, ripreso da un regista straordinario di stampa e televisione. A Fiorano fu persino organizzato un giro di gatti su una vettura Ferrari di Cesare Rosi il cui allelo fu subito benedetto e poi strisciante fatto di Neri e di sussurri della Ferrari. Manca soltanto l'incontro presunto per le campane di vedi che impazziscono a Ferrari di essere di casa. Fu organizzata l'unica controfferta possibile: un colloquio telefonico, dal di sotto, al Pirellafo a Fiorano, nell'ufficio di segretario della pista. «Sono qui, Ferrari, ho dato un bacio al piccolo Enzo» - rispondeva il Papa - «Le auguro che possa riprendersi di salute». «La ringrazio, Serriti. Io non sono un buon cattolico e non ho mai pregato, ma ogni sera prima di addormentarmi prego alle persone che mi sono care, quelle che ho perduto e quelle che mi sono vicine». E da quando lì visto in televisione assente in piazza San Pietro dopo l'attentato ho incluso anche io nei miei pensieri. Mi dispiace non aver potuto incontrarlo. Il perenne Ferrari prometteva questo frutto tutti aspettano che non ci saranno state un'altra occasione.

THE END



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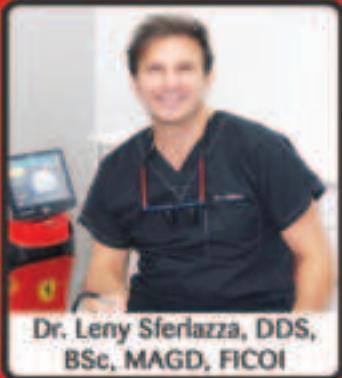


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Dr. Leny Sferlazza

A lot has changed since Dr. Sferlazza first earned his Doctor of Dental Surgery degree at The University of Toronto in 1987. In fact, ever since 1989, when he began practising dentistry in Mississauga. Dr. Sferlazza started realizing that the old "drill and fill" days of dentistry were long gone, and that patients are more aware, expect, and deserve the many modern oral health and cosmetic dentistry options available today. Dr. Sferlazza recognizes the importance of a beautiful smile and has therefore spent most of his career focusing on cosmetic dentistry and dental implants. Here's a summary of the courses Dr. Sferlazza has completed over the past few years:

2001 and 2002: A mini-residency program in the field of Oral Implantology

2005 and 2006: Level 1 & 2 Certification in Invisalign* (invisible braces)

2006: Mastership Award from the Academy of General Dentistry.

2007: Dr. Sferlazza received his Fellowship in the International Congress of Oral Implantology.

2008: Dr. Sferlazza shared his expertise at the University of Toronto, as an instructor for the Cosmetic Dentistry course.

2009: American Laser Certificate in the use of lasers for hard and soft tissue treatment related to dentistry.

2012: Completed his studies in Advanced Techniques in occlusion, TMJ Dysfunction and Comprehensive Care at the Seattle Institute. Dr. Sferlazza has also completed advanced courses in Implant Bone Grating Techniques and Sinus Surgery, and earned a certificate in Oral plastic Surgery.

Dr. Sferlazza continues to take courses all over North America. He is involved in Research and Development and has been published in several dental journals. Ultimately, Dr. Sferlazza's greatest reward is creating beautiful, healthy smiles for his patients. Rest assured you are in good hands with one of the leaders in the dental field.

Some of Dr. Sferlazza's hobbies include, tennis, cycling, theatre, outings to Niagara-on-the-Lake, and maintaining a healthy lifestyle.



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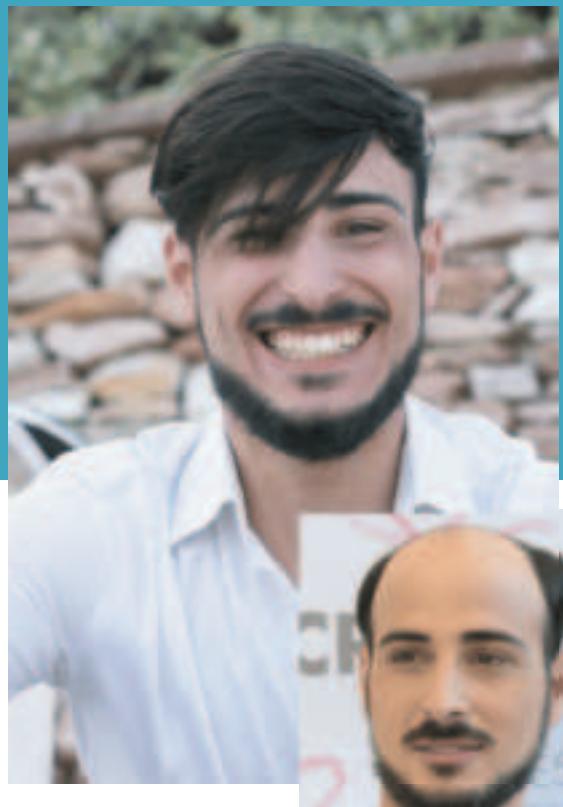
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Ferrari First Victory

After a disagreement with employers Alfa Romeo in 1938, Enzo Ferrari went about building his own cars under the Scuderia Ferrari name, where the 125 S took Ferrari's first official victory at the 1947 Gran Premio di Roma.

After a disagreement with Alfa Romeo over the intention to move the marque's racing activities from Scuderia Ferrari to Alfa Corse, Enzo Ferrari was dismissed from the marque in 1938. Ferrari then founded Auto Avio Costruzioni the following year, unable to use the Scuderia Ferrari name on his cars for four years due to an agreement with Alfa Romeo upon his dismissal.

Ferrari's AAC team saw little racing due to the Second World War throughout the early 1940's, while his factory in Maranello had been bombed in 1944. However, after the war had concluded in 1945, Ferrari set about rebuilding the factory and continue racing, now under the Scuderia Ferrari name. The first project completed after the war was the 125 S in 1947, which was entered in races throughout the 1947 season.

The Ferrari 125 S saw its debut in 1947 at the Circuito di Piacenza, driven by Franco Cortese. Despite showing some promise on its debut, the car was ultimately unable to finish the race and retired with fuel pump issues in a race Enzo Ferrari called 'a promising failure.'

Two weeks later, the car entered the Gran Premio di Roma at the Terme di Caracella, where in practice, the car suffered with a spun bearing in practice. The car would be quickly repaired in a shop owned by Tino Martinoli, who would later move to America to help Ferrari stateside.

Despite the early problems, Ferrari went on to take its first official victory at the hands of Cortese, finishing over ten seconds ahead of the Maserati of Guido Barbieri, and a lap ahead of the third-placed Stranguellini of Guido Scagliarini.

With this victory marking the first for both the 125 S and Scuderia Ferrari as a whole, the team would go on to take a total of six victories throughout 1947, and two further podiums. Tazio Nuvolari would also see victory that year, taking a win at Parma.

The Ferrari 159 S replaced the 125 S for the second half of 1947, where French driver Raymond Sommer took the first victory for the 159 S at that year's Turin Grand Prix. The 159 S would be replaced in favour of the 166 S for 1948 and the years to come.



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L'ultima notte di Ayrton - 30 aprile 1994

Sono passate da poco le 23 :00 dopo la cena fatta al ristorante La Romagnola Ayrton rientra a piedi in Hotel da solo.....solo con i suoi pensieri ,i timori le incertezze che mai aveva avuto da quando le corse erano diventate la sua vita fu intercettato da uno sconosciuto, Davide Tinarelli che stava festeggiando il suo matrimonio nel ristorante dell'Hotel Il Castello e gli chiese di posare con lui e la moglie per una foto. Ayrton accettò, fece gli auguri agli sposi e si infilò nell'ascensore.

In mano teneva il portachiavi conico di ottone con un grappolo di codini rossi fissato alla base e il numero della stanza inciso in alto: la N 200. La sua ultima notte era appena cominciata.



L' ascensore è silenzioso, lento. Piano secondo. A sinistra, cinque passi. Nessuno nei corridoi, la porta di legno, scura. Chiave nella serratura, piccola targa bombata con il 200 scritto in grande. Moquette rossa, rosso cupo punteggiato di pallini gialli. Un respiro profondo mentre attraversa il piccolo ingresso quadrato. C'è ordine nella camera da letto. La borsa posata sul sostegno basso a destra, accanto all'armadio. Il vociare festoso proveniente dal ristorante, due piani sotto di lui. Resta in ascolto, è un istante, una sospensione breve. Si augura che quella festa di nozze termini piuttosto in fretta. Sfila lentamente la camicia scozzese bianca e blu, abbandona le scarpe sotto la grande finestra con il serramento in alluminio, si toglie le calze, i jeans, e rimane per un attimo fermo, con i pantaloni nella destra, sospesi come i suoi pensieri. Lento il ritmo del respiro. Quasi a tradimento, parte un filmato che transita nel cervello ad altissima velocità. Cerca istintivamente di star dietro ai fotogrammi che scorrono sulla tappezzeria gialla della parete. Parole e immagini assembrate a caso, trascinate come pesci agganciati al palamito, freschi, pesci di giornata. Gli tornano in mente le parole pronunciate da Sid Watkins qualche ora prima, dentro un'afa da terra arsa, un odore insopportabile. «Andiamo via, andiamo a pescare

nella sua Stanza la sua solita Stanza la Suite 200 , con la testa carica di pensieri. Ed è proprio qui che i dubbi si fanno macigni insopportabili correre ho non correre, telefona alla propria fidanzata Adriana e gli confessa che non vorrebbe gareggiare che ha cattivi presagi, chiusa la telefonata cerca di dormire, il giorno dopo deciderà cosa sia giusto

Prima di arrivare in hotel, Ayrton, insieme al suo fisioterapista Josef Leberer aveva cenato alla Trattoria Romagnola, da Paolo Liverani, . «Aveva mangiato la sua solita cena in quella trattoria —. Spaghetti al torchio, insalata mista, macedonia e la sua acqua a temperatura ambiente., per la prima volta non aveva voluto fare il massaggio come era di consuetudine fare, quella sera non aveva smesso di pensare a Roland Ratzenberger.

Giorgio Terruzzi



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Alberto Ascari

1952 & 1953 Drivers World Champion

Born July 13, 1918 Milan, Italy - Died May 26, 1955 Monza, Italy



Alberto Ascari would become one of Formula 1 racing's most dominant and best loved champions. He was noted for his careful precision and judged accuracy as being one of the safest drivers in a dangerous era. He was also notoriously superstitious. His unexplained fatal accident – at the exact same age as his father's, on the same day of the month and eerily same circumstances remains an unsolved mystery.

At the age of seven Alberto lost his father Antonio, reigning European Champion while leading the French Grand Prix who was also a close friend of Enzo Ferrari. The family owned the Ascari Fiat dealership in Milan. Despite the tragic loss Alberto pursued motorcycle racing at the age of 19 for the Bianchi Team. His first 4 wheel drive was in the 1940 Mille Miglia for Enzo Ferrari in the Tipo 815 Spyder. The family business during WWII was dedicated to servicing military vehicles and crew with the establishment of a fuel transport business. By the end of the war Alberto was married and had two children.

Willing to give up racing for his family demands, his business partner Luigi Villoresi persuaded Alberto to continue racing and in 1949 became team mates in Enzo Ferrari's Team. He drove his Ferrari 500 in 1952 to victory in six of the seven championship races. In 1953 he again over-powered the opposition, winning 5 races to become the first back to back Formula 1 Drivers Champion since its inception in 1950.

His winning persona and no prima donna driver capacity contributed to an already always smiling personality. He was nicknamed "Ciccio" (chubby) because of his plump physique. His superstitions were also endearing, he avoided black cats, horror of unlucky numbers and never allowed anyone to handle the briefcase that contained his racing apparel: lucky blue helmet and T-shirt, goggles and gloves. Unfortunately he also had his demons, suffering from chronic insomnia and stomach ulcers.

Ascari would leave Ferrari in 1953 for more money at Lancia in 1954. During the 1955 Monaco Grand Prix, his Lancia D50 suddenly swerved out of control at the harbour chicane, launched in the water and sank. Minutes later Ascari rose and was hauled aboard a rescue boat. He was treated in Monaco hospital for a broken nose, bruises and shock. Four days later he unexpectedly appeared at Monza to test with his teammate Eugenio Castellotti as Ferrari for an endurance race surprising everyone that he wanted to do a few laps. Wearing a jacket and tie, leaving his lucky blue helmet at home used Castellotti's white helmet he left the pit and on the third lap crashed. Died at the age of 36, same age his father died, both with 13 championship Grand Prix's, both killed 4 days after surviving serious accidents, and both crashing at the same Monza corner. Loved by all Italians, the funeral in Milan was silent as an estimated million mourners all dressed in black witnessed the procession where Ascari, the fallen hero's casket with his light blue helmet on top on the hearse carriage slowly moved through the city followed by 15 carriages full of wreathes the flowers. Ascari still remains the only Italian to win a Drivers World Championship and Ferrari's sole Italian champion.



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Juan Manuel Fangio

1956 Drivers World Champion

Juan Manuel Fangio The Maestro (named by Stirling Moss), also known as “Old Man”. Born June 24, 1911 Balcarce, Argentina - Died July 17, 1995 Buenos Aires, Argentina

Tenth season of Formula 1 (1946) contested over 8 races. With Ferrari won his 3rd consecutive title.

Juan Manuel Fangio was born in Balcarce, a very small, rural town in a remote corner of Argentina. His parents were working immigrants from the Abruzzi region of Italy, which the family and Juan were deeply devoted.

At the age of 11, he started working as a mechanic and spent four decades in that trade. With primitive cars he developed, raced in long distance back road Mille Miglia, 1000s of miles races for weeks at a time. This is where Fangio overcame hardships and astronomical odds to score many victories. At the age of 38, he went racing in Europe, bringing with him a repertoire of mechanical knowledge, car craftsmanship and unmatched competitive experience. In a Formula 1 car, Fangio excelled using his brute strength and unworldly stamina to negotiate corners in fearsomely spectacular, yet completely controlled tire-smoking and sliding form during three hour plus endurance tests of Grand Prix races. His career was fortified by superior mental fortitude, patience and perseverance, enormous levels of concentration and an unmatched competitive spirit. Fangio had very few accidents and his only serious injury was a by-product of impaired judgement resulting from extreme fatigue following an all-night drive through the Alps to race in a pre-season event at Monza. On the second lap he lost control of his Maserati and crashed, suffering a broken neck that left him with a permanently stiff torso.

Nicknamed “El Chueco” (bow-legged) for being balding, short, and stocky and having an unprepossessing belied physique, his personality and driving exploits made him a worldwide superstar. So much that when he was kidnapped in 1958 in Cuba, his captors were so charmed with Fangio they released him unharmed. He was considered a true gentleman, his generosity of spirit, sense of fair play, invariable courtesy, surprising humility and sheer humanity were universally praised and appreciated, especially by his peers.

Fangio was criticized for not remaining loyal to any of his race teams (winning with Alfa Romeo, Mercedes (twice) Ferrari and Maserati), always wanting to race the best car. Stirling Moss defended Fangio, stating “Because he was the best bloody driver! The cheapest method of becoming a successful Grand Prix team was to sign Fangio”. Fangio was known as a team player and leader with inspirational qualities, always befriending his mechanics, often getting his own hands dirty using wrenches alongside his crew, to help with the work of the day.

Fangio is most known for his epic drives, snatching victory from the jaws of defeat. Considered the greatest drive of his life in Formula 1, after a botched pit stop in 1957 at the German Grand Prix at Nurburgring, after losing nearly a minute to Mike Hawthorne and Peter Collins (Ferrari) the 46 year old “Old Man” owned the Ring lap after lap, smashing the lap records and beating his competitors. Securing his fifth title. Shortly after, weary from pushing himself so hard and saddened by the peer losses during his career (over 30 were killed), Fangio retired leaving behind a championship record that lasted 46 years. Fangio died at home in Argentina in 1995, at the age of 84. The Maestro, many consider to be the greatest driver of all time. In seven full Formula 1 seasons, missing one from a near fatal injury, Fangio was World Drivers Champion five times with four different teams and runner up twice. In his 51 Championship Grand Prix’s he started from the front row 48 times, including 29 pole positions, set 23 fastest race laps on route to 35 podium finishes and 24 victories. Fangio did it all with style, grace, nobility and a sense of honour.





ABOUT US

My name is Flavio Lagana and I am from Italy, Cosenza, Calabria. I came to Canada in 2007. In Italy I was a soccer player and a swimmer. I was all about sports. Although, I always had a passion for food, for cooking. Most of my cooking I learned from my mom and my nonna, but when I was a teenager I went to cooking school in Roma and Florence, Italy. I learned the old school traditional Italian food. I love traditional Italian food.

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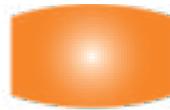
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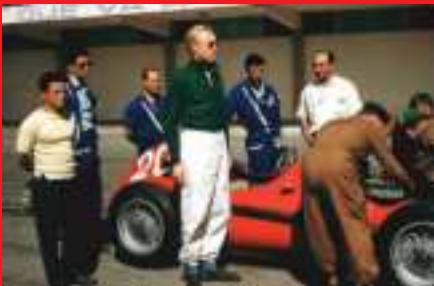
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Mike Hawthorne

Mike Hawthorn was Britain's first F1 World Champion taking the title in 1958 by one point from Stirling Moss. In 1955 Hawthorn won the 24 hours of Le Mans race, despite being involved in the terrible crash that killed 80 spectators.



In 1953, Hawthorn was a Ferrari driver alongside Alberto Ascari, Nino Farina, and Luigi Villoresi. His first victory in the World Championship came in the emotional 1953 French Grand Prix. Hawthorn started from seventh place and beat Fangio after a race-long battle which the British driver won by a second. The race was tipped as The Race of the Century for the competitiveness.

He finished 1953 with three podiums and a victory in eight races. His point-tally of 19 positioned Hawthorn in fourth in the standings, behind Ascari, Fangio and Farina, the only Formula 1 champions in history at that time.

For the 1954 campaign, he remained with Ferrari and won another race, the 1954 Spanish Grand Prix. That year was not easy for him, on and off the track. His father died in a car accident and Mike himself was injured in a previous crash in a non-championship race. Between 1955 and 1956, Hawthorn started eight races —three with Ferrari, three with the less competitive Vanwall, one with BRM and one with a Maserati 250F— and only achieved one podium. Much public scrutiny came his way in 1955 after he won the Le Mans 24 Hours for Jaguar. The controversy began after a late dive into the pits from Hawthorn unleashed an accident which killed over 80 spectators and Mercedes' driver Pierre Levegh. Mercedes withdrew from the race, but Jaguar did not and Hawthorn won the race. The French press was hard on him, as a picture of Hawthorn celebrating in the podium was a controversial look for the British driver. Ultimately, the blame of the disaster fell on the insecurity conditions of the track.

In the 1957 F1 season, Hawthorn returned to Ferrari to drive alongside Peter Collins and Luigi Musso and finished fourth in the championship with 13 points and two podiums.

In the 1958 French Grand Prix, Hawthorn won for Ferrari the third and final Grand Prix of his F1 career. The win helped him in his title fight against Stirling Moss. During that race in France, Hawthorn fierce rival Musso lost his life. Two races later, his great friend Collins, died at the Nürburgring.

After achieving only one win compared to Moss' four throughout 1958, Hawthorn became Britain's first-ever World Champion thanks to finishing second on five occasions. The key moment of the year occurred in Portugal, the ninth race on the calendar. Having finished second after a great fight with race-winner Moss, Hawthorn was facing disqualification.

In the last race of the season, the 1958 Moroccan Grand Prix, Moss needed to win and add the extra point for the fastest lap with Hawthorn in third place or lower. Moss won and scored the fastest lap, but Hawthorn finished second ahead of his teammate Phil Hill, who gave him second place to help his title chances.

After his championship triumph by one point over Moss, Hawthorn retired, disillusioned by Collins' death.

After his retirement, Hawthorn still enjoyed driving cars at high speeds, which proved disastrous for him. He died at 29 years of age after suffering a big crash while driving a Jaguar. His death occurred on the 22nd of January of 1959, just a trimester after securing his World Championship glory.

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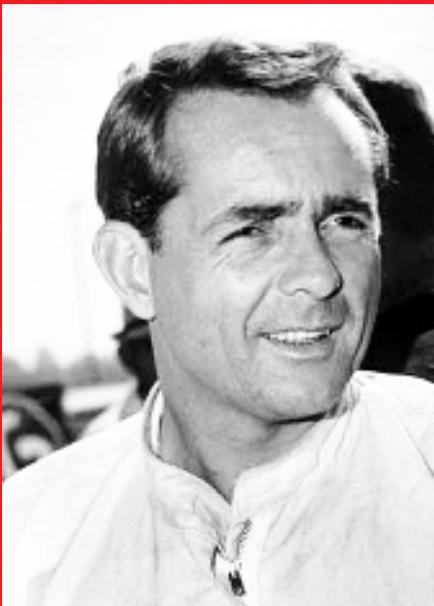


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Phil Hill

Philip Toll Hill Jr. (April 20, 1927 – August 28, 2008)



Phil Hill was the only American-born driver to win the Formula One World Drivers' Championship (Mario Andretti, an Italian American driver, won the World Drivers' Championship in 1978, but was not born in the United States). He also scored three wins at each of the 24 Hours of Le Mans and 12 Hours of Sebring sports car races. Hill was described as known as a gentleman and once said, "I'm in the wrong business. I don't want to beat anybody, I don't want to be the big hero. I'm a peace-loving man, basically."

The first American World Champion had a love/hate relationship with the sport. Profoundly intelligent and deeply sensitive, he was also remarkably candid about his personal demons that made his racing life a taunted experience. He was fearful throughout his career and struggled to find the balance between the perils and pleasures of racing.

Philip Toll Hill, Jr was born into a prominent family in Miami, Florida, on April 20, 1927. When he was 12 his favourite aunt bought him a Model T Ford, which he dismantled and reassembled numerous times to develop a mechanical understanding of its operation, oddly his aunt's chauffeur taught him how to drive.

Bored after two years of business administration studies at the University of Southern California he dropped out to become a mechanic's helper in a Los Angeles garage, whose proprietor was an amateur racer. In 1947 Phil acquired an MG-TC two-seater, which he modified himself and began racing. In 1951, after both his parents died and left him money, he bought a 2.6-litre Ferrari and raced it with increasing success. His constant worry about the dangers of racing led to stomach ulcers so severe that he had to stop racing for ten months. With the help of heavy doses of tranquilizers he resumed racing and winning in a succession of Ferrari's entered by wealthy owners, and by the mid 1950s he had become America's best sportscar racer.

In 1955 he was invited to join Ferrari's endurance racing roster at Le Mans, where the death of over 80 people in motorsport's worst disaster was deeply troubling for the sensitive Californian. He would eventually win Le Mans three times (all with Olivier Gendebien) but despite his speed in sportscars Hill's goal of Formula One racing was slow to come because Enzo Ferrari thought him temperamentally unsuited for single seaters. In 1958, after both Luigi Musso and Peter Collins were killed, Hill was promoted to Ferrari's Formula One team where he helped Mike Hawthorn to win the 1958 drivers' title. Two years later Hill won his first Formula One championship race, the Italian Grand Prix at Monza.

On the starting grid he paced to and fro, endlessly polishing his goggles, chain-smoking cigarettes or feverishly chewing a wad of gum. At the start he immediately relaxed and began racing with notable composure. He was a careful driver, mechanically sympathetic and easy on his cars, in which, given his admitted phobias, he was remarkably courageous. He drove best on the worst circuits and conditions, distinguishing himself at Spa and the Nürburgring,

He stayed near the Ferrari factory in a hotel, where he played records of his favourite composers Beethoven and Vivaldi. He learned to speak competent Italian and became an opera buff, attending performances at La Scala in Milan. He was careful about his diet and kept fit by cycling and hiking, often on exploration trips to ancient monuments and ruined castles. In the off-season when he returned to California he busied himself restoring vintage automobiles and antique player pianos.

In 1961, when the new 1.5-litre formula began, the V6 'sharknose' Ferrari 156s were the cars to beat and by the end of the season the championship had boiled down to a battle between Hill and his aristocratic German team mate Count Wolfgang von Trips. Their title showdown took place in an ill-fated Italian Grand Prix at Monza. On the second lap the von Trips Ferrari touched wheels with the Lotus of Jim Clark and cartwheeled into the crowd, killing von Trips and 14 spectators. Hill won the race, and the Championship by a single point over his dead team mate. But there was no joy for the sad victor, who was a pallbearer at von Trips' funeral.

Phil Hill said. "I had a very exciting life and learned an awful lot about myself and others that I might never have learned. Racing sort of forced a confrontation with reality. Lots of people spend their lives in a state that is never really destined to go anywhere."

Struck down by Parkinson's disease later in life, Hill died from complications relating to the condition in 2008, at age 81.



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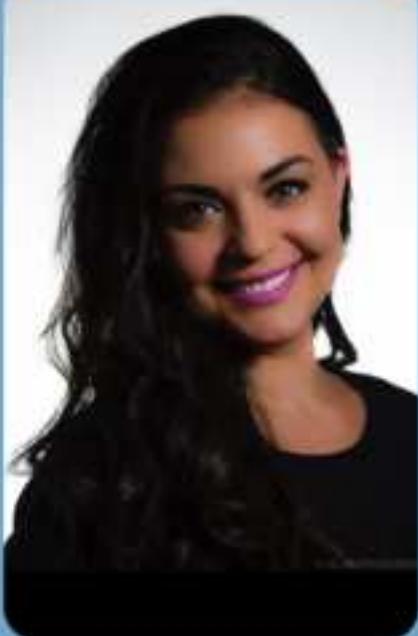
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John Surtees

(Born 11 February 1934 – Died 10 March 2017)



John Surtees was an English four-time motorcycle World Champion – winning titles in 1956, 1958, 1959 and 1960 and the Formula One World Champion in 1964, and remains the only person to have won World Championships on both two and four wheels. He was also a constructor and founded the Surtees Racing Organization team that competed in Formula One, Formula 2 and Formula 5000 from 1970 to 1978.

His father Jack, who owned a motorcycle shop in South London, was a three-time British motorcycle sidecar champion. John was born on February 11, 1934, and by the time he was 11 he had a bike of his own and could ride and repair it with equal skill. At 16 he left school and became an apprentice engineer and a year later he competed in his first solo race and won it. In 1955 with Norton works rode to 68 victories in 76 races. From 1956 to 1960 he raced for the famed Italian MV Agusta team and won seven world championships.

In 1959 Hill was given test drives in F3 cars and in his first single-seater race, at Goodwood for Tyrrell, Surtees finished a close second to Jim Clark, after which he joined F1 Team Lotus, to race the last four races of the 1960 Formula One season. His results - a second place in the British Grand Prix and a near win in Portugal - made Surtees a driver in demand.

He stopped racing motorcycles and considered several Formula One offers for 1961. His strengths of talent and tenacity kept Surtees in the limelight, especially in Italy, where the former MV Agusta star was now invited to lead the country's famous Formula One team.

Enzo Ferrari (who had managed a motorcycle racing team in the 1930s) was a great admirer of the passion and fighting spirit shown by Surtees the bike racer, and hired him as his number one Formula One driver for 1963. In that year's German Grand Prix at Nurburgring a ferocious fight with Jim Clark's Lotus resulted in a first championship win for John Surtees. In Italy, the former motorcycle hero known as 'Son of the Wind' and 'John the Great' was hailed as Ferrari's saviour. Nicknamed 'Big John' in English, he also became 'Fearless John' - particularly in 1964 after he won another brilliant victory at the daunting and dangerous Nurburgring. With another victory, at Monza, Surtees was in contention for the title. In the Mexican Grand Prix championship showdown He finished second to become World Champion.

For John Surtees, the satisfaction of becoming the first World Champion on both two and four wheels was only mitigated by the fact that he had clinched all his bike titles with race victories. Though he would win three more Formula One championship races, there were no more driving titles in his future.

In 1965, when Ferrari's Formula One cars were less competitive, Surtees ran his own Lola sportscar in the lucrative North American Can-Am series. In one of those races, late in the season at Mosport in Canada, his Lola suffered a suspension failure and crashed heavily, leaving Surtees with multiple injuries. Over the winter he forced himself back to fitness and in the Belgian Grand Prix at Spa he stormed through pouring rain to score one of his most impressive victories. This was his last race for Ferrari and at the 1963 Le Mans 24 hour race had odds with team manager Eugenio Dragoni, where Surtees walked off never to return. Later, he agreed with Enzo Ferrari that their split was a disastrous mistake for both parties.

Surtees retired from Formula Once racing in 1978 due to health issues associated with his 1965 accident. He retired to the English countryside, where only then the one and only champion on two wheels and four was able to enjoy his singular achievements - of which he said: "I was a bit nuts, really." Surtees passed away peacefully with his family by his side in March 2017, at age 83.



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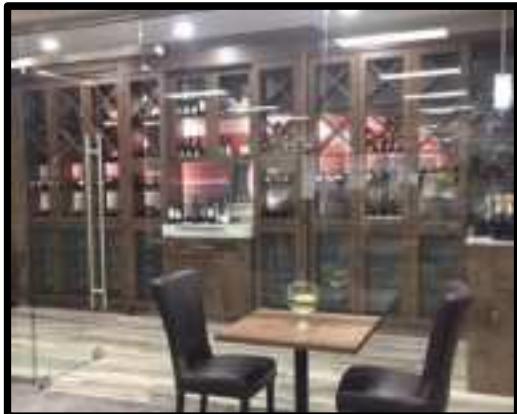
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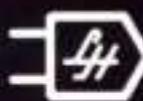
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