

THE MID-ATLANTIC REGION'S TRI-ANNUAL NEWS OF

# MARANELLO

SPRING 2023



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# REGIONAL DIRECTOR'S MESSAGE



## New Experiences Bring Excitement

Last month I was able to take a tour of the Ferrari Factory in Maranello. This is an amazing experience that any Ferrari owner can take part in, and I highly encourage you to. It had been over 10 years since I last toured the factory, and I was quite surprised at how many things have changed.

There was a great mix of new-world automation and hand-built charm. Ferrari continues to carefully carve an arc that balances these two methods harmoniously.

As we toured the Ferrari campus it's easy to see how the company has grown, with lots of new construction and it's undeniable where the brand is headed. Standing in the middle of the campus you are humbled to see the original Main entrance to the factory and the building that started it all with Enzo's original office and the F1 race shop. Then directly across the street you see a modern Ferrari store with sophisticated art, couture Ferrari clothing, and perfectly crafted 1/8th scale models of every racecar the brand has produced. Down the street and adjacent to the Fiorano test track there is a new building dedicated to the racing activities of the brand, housing exquisite racecars of every type.

Moving away from the Fiorano test track there is a massive new building in the early stages of construction, a building three times



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the size of Enzo's original facility, a new building that doesn't have walls yet but has a very specific purpose. This new building will house all-electric vehicle production! Yes, you read that right, Ferrari is building a production facility in Maranello for a line of all-electric cars!

While this is a sign of the times and I suppose seemed inevitable, it still surprised me. I was assured by our tour guide that even an all-electric car will still have the passion, emotion, and identity of a Ferrari. This will be a bold challenge for the brand to undertake, but I have confidence we will be overwhelmingly pleased with the outcome. I continue to be inspired and impressed with the line of cars Ferrari designs and builds, each one better than the last. The cars find a way to excite your emotions and give you a driving experience unlike anything else. I was also assured that Ferrari plans to continue producing hybrid and all petrol cars as well, with total production percentages of each balanced to fit the mandated requirements of the global marketplace.

As we look forward to the future things are very exciting and that's good for the brand, good for the club, and good for growing the next generation of Tifosi. Taking a tour like this is the epitome of sharing the passion, history, and emotion of Ferrari. which is what this club is all about.

Forza Ferrari!

*Frank Privitera*

## NEW MEMBERS

*A warm welcome to the following new members:*

*Frank De Graaf, Arlington Virginia*

*Alex Diaz, Potomac Maryland*

*Jimmy Fang, Newport News Virginia*

*Casey Francis, Fairfax Virginia*

*Jim Griffin, Manassas Virginia*

*Jeremy Haas, Ashburn Virginia*

*Michael Hatch, Moseley Virginia*

*Jamie Ingoe, Richmond Virginia*

*Freddie Joe, Jarrettsville Maryland*

*Randy McCullough, Port Tobacco Maryland*

*John Panek, Annapolis Maryland*

*Mark Sookdeo, Rockville Maryland*

*Glenn Wainer, Chantilly Virginia*

*Tripp Whalen, Laytonsville Maryland*

THE MID-ATLANTIC REGION'S TRI-ANNUAL NEWS OF

**MARANELLO**



MID-ATLANTIC  
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## NEWS OF MARANELLO, VOLUME 9, NO. 1

FRONT COVER: Scene from New Member Welcome event,  
Photo by Eric Tich taken at Lost Barrel Brewing, Middleburg

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## UPCOMING FCA-MAR EVENTS

### Spring Rallies - Save the Dates!

**Saturday, May 6 - Rosso Service Open House and Maryland Rally**

**Sunday, May 14 - LoCo Exotics Open House and Virginia Rally**

We will host two spring rallies this year. Each will begin with an open house event at an FCA-MAR sponsor, followed by a spirited driving tour through the countryside. The rallies will end with a group lunch at a local restaurant.



### Sunday, May 21, 2023

#### Old Town Festival of Speed and Style, Alexandria, VA

The Old Town Festival of Speed & Style in Alexandria will combine dozens of rare and unusual supercars from around the world, with the elegance and style of Old Town, to celebrate the heart and spirit of the community.

This event takes place in the lower three blocks of King Street in Old Town.



### Thu-Mon, June 15-19, 2023

#### Canadian F1 Grand Prix

For years, FCA-MAR club members have made the trek to Montreal to enjoy the sights and sounds of F1, exquisite cuisine, sight-seeing and camaraderie.

**EVENT SOLD OUT!**



### Saturday, July 8, 2023

#### FCA-MAR Rally and Club Picnic

We'll meet up for a spirited romp through winding country roads in Northern Virginia, ending in Clifton for a Club picnic hosted by Christopher Reiter, Managing Partner of Kenneth Cobonpue.



### Wed-Sun, July 19-23, 2023

#### Pittsburg Vintage Grand Prix

FCA-MAR is partnering with FCA Ohio to bring you the PVGP 2023. This 5-day event will be packed with VIP seating, hangar party, driving, dancing, and vintage racing, along with food, drinks and friendship with our Ferrari friends from multiple states.



*Event details are preliminary and subject to change. Please check email and FCA-MAR Website for updates!*

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# Unnecessary Horses



## We were warned...

at the driver's meeting that we might see some horses on the road. Standing in front of two-dozen shiny sportscars emblazoned with rampant horse motifs, the irony was not lost on me. Of course, the warning referred to the original "hay-burning" variety—and given we were about to tear off across the rolling countryside of Howard County, Maryland, it was something to be mindful of. None of us wanted an actual horse dancing on our hood—good luck buffing-out the hoof marks—and not thirty minutes into the drive, that almost happened. We rounded a bend in our brightly-hued convoy and found ourselves suddenly up-close-and-personal with some flesh-and-blood steeds and their riders.

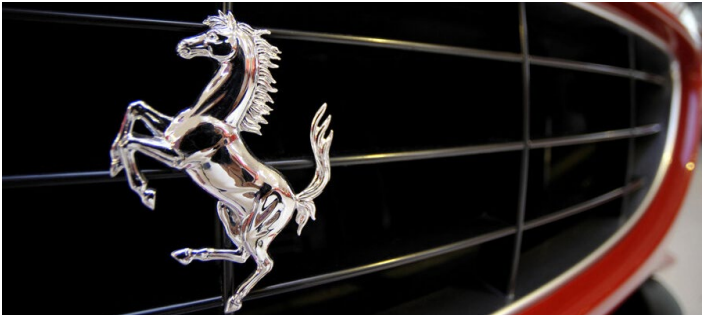
Out of deference to the thousand-pound animals (and because we are not complete jackasses) we quieted our roaring engines, waved, and passed cautiously. The riders—a couple of adults and some teens—waved back, gawking and smiling. The horses themselves paid us little mind. Like our cars, they were probably just happy to be out of their stables and getting some exercises on this unseasonable warm November day.

Though the encounter between our two groups was brief, I kept thinking of the parallels. "You know," I said to my wife as we accelerated away, "we're pretty much doing the exact same thing as those people with their horses. We've taken a utilitarian mode

of transportation, liberated it from the requirement to provide any actual utility, and are just out enjoying the ride." My wife claims that ignoring 87% of what I say is the key to be married to me, but she did nod her head. I kept thinking though—as I often do when out for a drive—and the analogy developed further.

We have a long history with horses. (At least 5,500 years, or so the Internet just told me.) Over the centuries, we've plowed fields with them, rode them into battle, and hauled all kinds of stuff across continents with them. Solidly practical uses for a strong, fast, socially intelligent domestic animal. But if there had never been anything more than that—more than the utilitarian—would we still keep them around them today? Probably not. We surely don't need horses anymore; and shoveling horse poop is no one's idea of a good time. These days, we plow our fields with tractors, ride into war with tanks and helicopters, and haul our massively over-stuffed carry-on bags around the globe with planes, trains, and automobiles. We've come to love these new means of transport as well. (Obviously, since you're reading this magazine.) Yet our affection for humankind's original engine of velocity, the horse, has never really gone away. Why? Well, there's probably more than one answer; but let me take a stab.

*Above: Whose turf is this? A staredown between horse and Maranello 575m*



Unless taught otherwise from a young age, human beings are born thrill-seekers, biologically driven to push boundaries. Our brains bubble and fizz with dopamine at the controlled embrace of danger, the mastery of fear. From the moment the first person successfully held onto a horse at full gallop, the thrill of that death-defying stunt has never left us—even after newer means eclipsed the power and speed of the horse many times over. The fact that horses have been superseded in their functional roles matters not. The things we value most in life are often those we have no rational need for. Today, we are free to keep and ride horses just because we want to. And we do, even though it's a great way of breaking a collar bone, and—at the very least—some poop will have to shoveled now and then.

I don't own a horse myself. And my equestrian skills rank somewhere between modest and non-existent. In what little saddle-time I've had though, much of the enjoyment has come from the sense of reliving a long and storied history: fifty-five hundred years of epic rides, thrilling chases, and valiant cavalry charges. Maybe it's just me, but I get the same sort of time-machine experience when I snick-snick the gated shifter of my old 308 down a cog and accelerate out of a corner on a winding country road. Suddenly, the decades roll back in a roar of internal combustion, and I'm chasing Stirling Moss's Aston Martin through the green hell of the Nürburgring at the wheel of a '58 Testa Rossa. (Until my wife signals me to slow down by digging her fingernails into my thigh, and Stirling gets away. Again.) The word "passion" comes up a lot in our hobby. I describe it as the willing suspense of rationality in the face of strong emotion. Passion—not practical need—is what drives horse ownership today for most people. Likewise, passion is what compels me to keep a cantankerous, 38-year-old Italian exotic in my garage. Lord knows she isn't practical. But she can be fun. Especially when that "time machine" thing happens. (Someday, I swear I'm going to catch Sir Stirling in that bloody quick Aston.)

When I hear people predict the imminent demise of privately-owned, human-controlled automobiles, I don't fret much. Though the day may come when cars are superseded by some safer, greener, more equitable means of transportation, I suspect that cars like ours will keep rolling speedily along, driven and maintained by people like us. It won't make any rational sense, but we'll do it anyway, because we fell in love with fast cars just like we did with fast horses—and for at least some of the same reasons. That the purest line of sporting automobiles of the latter 20th century adopted the rampant horse as motif and talisman

proves my point as much as anything. Enzo Ferrari, shrewd judge of human nature that he was, knew how to tap into our emotions. And his cars continue to do so today.

If the survival of horsemanship in the modern world is any indication, we have a good chance of passing our particular automotive passion on to at least a few subsequent generations, no matter what the self-appointed futurists and guardians of public safety may try to impose. In fact, I'm going to make a prediction: the last operable, gas-powered car left on the road, is not going to be something safe or practical. It may not even be particularly reliable. Rather, it will be a car that kept igniting heated passions, even as time marched on. My bet (perhaps yours too) is that it will have a rearing horse on the hood. Old Man Enzo would get a kick out of that, don't you think? The ultimate last laugh on Ford, Fiat, and all the rest.

Well before that day though, I can imagine a group of electric, self-driving transport-pod enthusiasts gathering for a passenger safety brief, where they will be warned "we may see some horses on the road today" That warning may refer, however, to both the traditional four-legged kind as well as the sort we gather to celebrate in this club. If I'm still able by then, I plan to be out there, gripping the wheel of my prancing horse with gnarly old hands, and practicing an antiquated skill just for the love of it. I hope you'll be on the road with me.

## *Vin Doua*

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# Two Hours with a LeMans Winner



Words by David Wheeler

Vern Schuppan had suggested we meet at the car storage facility where he keeps one of his cars. He had kindly agreed to fit in an interview between arriving back in England from a holiday in Portugal and flying home to Australia. As is the case with all good car storage facilities it was well hidden and quite anonymous but I found it with a few minutes to spare before our agreed time and pulled into a nearby lay-by. Just then the phone rang and as I was talking a 250 SWB appeared in my rear view mirror. It sped by and my wife, who was calling from Indonesia heard it passing! A few minutes later the SWB returned and guess who was driving?

Vern is a quietly spoken, mild mannered Australian. He celebrates his 80th birthday next March but put him in the driving seat of a competition car and it is clear that the racing driver in him is still alive and well. The car in question was that SWB which has a steel body and competition spec engine and running gear. It is a tribute car specially built for Vern and at present he wishes to keep its details confidential. He was kind enough to take me for a “quick squirt” as he described it, on the local roads which was exhilarating, to put it mildly.

The car has been painted in “Chianti Red” and of course there is a story behind

that too. Vern owned the Steve McQueen 275 GTB. Originally painted Nocciola, McQueen immediately requested Lee Brown to change the colour and they settled on Chianti Red. After McQueen sold the 275 it was cut down to replicate a NART Spider but when Vern bought the car he had Ferrari restore it back to its original Berlinetta configuration in 2010, with its Chianti Red paintwork. The work was completed in 2013, the car displayed at the Museo Ferrari in 2014 and then sold by RM for >\$10m.

Vern is probably best known as the winner of the 1983 Le Mans 24 hour race, with Hurley Heywood and Al Holbert in a works Porsche 956. He had set out on a full time racing career in England

Top: Vern with his tribute 250 SWB and David Wheeler.

Right: the 1983 Le Mans winning Porsche 956, driven by Vern Schuppan, Hurley Heywood and Al Holbert.



in 1969, having successfully raced karts in his native Australia. He arrived with wife Jennifer setting himself two years “to make it into the big time”. Following 6 pole positions and several wins, in December 1969 he was invited to compete in 8 Formula Ford races in Brazil, the FF Temporada Series. Drivers of note included Emerson Fittipaldi and Tom Walkinshaw. During a race meeting at Crystal Palace, upon his return to the UK, British Airways pilot and manufacturer of Palliser racing cars, Hugh Dibley, along with head of the commercial department of BRM Neil Johnson, offered Vern a factory backed Palliser Formula Ford along with factory engines from BRM. However, he was set on moving up a category in 1971 and won the British Formula Atlantic Championship with 9 pole positions, 7 wins, 6 seconds and 3 thirds.

On the back of these results he was given a Formula 1 test by BRM. When “Big Lou” Stanley invited him to tea at the Dorchester and offered him an F1 contract for 1972 to “test for BRM and drive in such Formula 1 World Championship races as BRM shall require”, it should have been the start to an enviable F1 career in a competitive car. Unfortunately, things didn’t quite work out as expected, with Lauda buying Vern’s seat for a reputed fifty thousand pounds for the 1973 Grand Prix season.

Qualifying on the front row for BRM alongside Beltoise and Lauda in the non-championship F1 Race Of Champions at Brands Hatch, and with a win in sight,



he was punted off by a slower car. John Watson had recently crashed a Brabham and broken his legs. After the Brands race, Vern was approached by John Horsman, Team Manager for John Wyrer's Gulf Research Racing Sports Car team who invited him to race the Gulf Mirage at Le Mans, and other World Championship sports car races. He was paired with Mike Hailwood and Watson at Le Mans. This Le Mans was the first of his 16 appearances in the 24 hour race, finishing on the podium 5 times. His last race there was in 1989 in his own team's Porsche 962.

Vern had lots of other race wins during his career, in many categories and countries. He also built his own car, a road-going version of the 962 and was instrumental in getting the Australian Grand Prix to his home town of Adelaide but I wanted to hear about his experiences with Ferraris.

With his BRM Formula 1 contract under his belt, he decided to buy his first sports car and chose a Ferrari Dino. Of course, he went to Maranello to collect it and drove it to all the European races he attended as BRM's reserve driver. While in Maranello he was shown around by Enzo's right hand man, Franco Gozzi and was ushered into the inner sanctum, after the customary wait. "One day, Mr Schuppan, you will drive for Ferrari", Enzo said. This didn't happen until the Goodwood Revival meeting of 2009, however, when Vern co-drove Vincent Gaye's 250 SWB, 2069 GT, in the RAC TT Celebration race. In the 2012 edition of this race, Vern drove another SWB, 1993 GT, with owner Marc Devis. This is one of only two steel-bodied



competition spec SWBs and was the first Ferrari imported into the UK by Col. Ronnie Hoare, the start of Maranello Concessionaires.

We know Vincent Gaye, of course, recently the owner of the beautiful white GTE, 2353 but how did Vern get into GTE ownership? 3265 is a RHD GTE, finished in Bianco with a Rosso interior, which was imported, new, into Australia apparently via the Swiss dealer, Keller. Its ownership trail in Australia is well documented and Vern has spoken to the previous owners. His accountant bought this car in 2008 and in 2014 offered it to Vern who's first impression was not favourable! Once he had put some decent tyres on it, however, he started to "get it" and it was not long before he had fallen in love. 3265

was a low mileage car in mostly original condition which Vern had freshened up with some paint work and renovation to the original interior. He entered it into the big Australian classic car show, MotorClassica in Melbourne in both 2017 and 2018.

By 2016, Vern was really getting hooked on GTE ownership and decided to buy another one, 3479, to have restored to international Concours standards by Gerard Miller. This GTE had also been imported, new, to Australia via Keller in Switzerland and was originally white with a red interior, too. Vern purchased it from John Rosa in Melbourne who had owned it for over 30 years. It was full of rust and required a lot of metalwork. In order to lessen the load on the hinges he had the new doors fabricated in aluminium and fitted with high strength intrusion bars to improve their security.

For the colour Vern has chosen the Chestnut Metallic known as Marrone 19378, a stunning colour. There's another Steve McQueen connection here as this was the colour of the actor's famous 250 GT Lusso. The interior has been trimmed in a rich brown leather with dark brown carpets and it wowed the crowds at Motorclassica in 2018. Having won Best in Class, Best Restoration and Best in Show with his 1952 DB2 Aston Martin in 2016, it was a disappointment not to achieve something with the GTE. It was later



Top: the 250 SWB that Vern shared with owner Marc Devis at the 2012 Goodwood Revival.

Left: Vern's wife, Jennifer, poses with 3265 at the Melbourne MotorClassica in 2017.

## Two Hours with a LeMans Winner (continued)

discovered that somebody had placed a jack underneath the fuel tank, the seriously bent underside of the tank no doubt costing valuable judging points.

This is not the end of the story of Vern and GTEs, however. When he was in the US a few years ago he bought another GTE from a dealer with the intention of restoring it. This was 4511 which he had shipped to Italy but then decided not to proceed with the project and sold the car to Garuti. The restoration has apparently recently been completed, so it will be interesting to see where this one pops up.

As far as GTEs are concerned, having recently sold 3265 to a pal in Adelaide, it now only remains for Vern to enjoy his beautifully restored 3479 back at home. As other owners have experienced, it has proved challenging to get the differential set up correctly but after several attempts it now runs well. He promises to return to the UK again next year and hopefully, then, he will be able to share some of the details of his SWB with us. There is also that 80th birthday and the 40th anniversary of his Le Mans win to celebrate in 2023!

*David Wheeler*

[NOTE: This article is a reprint from David's Winter 2022 Ferrari 250GTE Newsletter]

Top right: 3479 before restoration.

Centre right: Gerard Miller, fourth from the right and his team with newly restored 3479.

Right and below: wonderful studio shots of 3479 after restoration.



# Three Altar Showings, then My 12-Cylinder Bride...

Let me start by saying I'm not a love 'em and leave 'em type person. I purchased my first "collector" type car more than 30 years ago, a 1969 VW Karmann Ghia, that I still have because it still needs work. Perhaps I should start with how I came to love red Italian machines. I've been riding motorcycles since I was 14. Back in 1999 when I was working and living in San Francisco, I walked into Monroe Motors, a smaller Ducati dealer in SoMa SF. There was a used 1992 Ducati 851. It was red, exposed white trellis frame, black wheels and dead sexy. I had never ridden a Ducati before. I took it for a short test ride and was hooked. The 2-cylinder engine with its desomodronic valve operation had a very special feeling and sound. I purchased it and have not been without a Ducati in the stable since.

My Ferrari story started when my co-worker and FCA member John Lyon, purchased his 92 512TR in 2013. I drove it after he had the major service completed and was impressed. It had that same type of special feeling my Ducati 851 had. Great sound, willing smooth 12-cylinder motor and killer good looks. I couldn't let him one up me, so my search began. I was a pure three pedal man back then so my focus was on 360 manual coupes. John took me in his 512 to see a local, pilot owned, 2000 360 manual, Rossa w tan Daytona seats. I drove it and John will remember I said it feels like a Lotus Elise but with a ton of power. It was a really nice, well taken care of example. He was asking right around \$80K. I probably should have purchased it then but I was just starting my search. Over the next three years, I found three others and went as far to have PPIs done on them. They all came back with more issues than I was comfortable with. So I left three 360s on the altar. At this same time in 2015, FCA-MAR members Zahir and Sab Shad, invited us to join them on the West Virginia 1000. It was Krisna and my first extended FCA event. I had a preconceived notion that these "Ferrari folk" might not be real motor heads like me and this might be a one and done event for us. I couldn't have been more wrong and Krisna will be glad to point that out. We had such a wonderful time. Everyone in the club was so nice and easy to talk to. We joined FCA and went on to attend the WV 1000 two more times with Zahir and Sab.

*(continued P13)*



Words and photos by John Swingle

Above: Krisna Swingle with 'new' 599

Below, left: John's garage prior to the upgrade!



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# 2022 FCA-MAR Holiday Party



Words by Pat Transue

## A celebration of the holidays and the FCA 60th Anniversary...

The 2022 FCA-MAR Holiday Party was held at Ferrari of Washington. Sponsored by FoW and Haggerty, the event was remarkable in presentation, entertainment and, of course, food and drink.

Due to the generous sponsorships all proceeds from admission were donated to this year's FCA-MAR charity, Jill's House, which provides services to families with disabled children. Additionally, the club once again collected gifts for the Toys-for-Tots cause.

Ferrari of Washington went all-out in providing gorgeous holiday decorations, delicious food and beverages. Entertainment was provided by a talented violinist, and our FCA-MAR member, Danielle Alura, the current reigning Miss Global USA, who added a touch of melody to the evening by entertaining the guests with her beautiful singing.

Regional Director, Frank Privitera, Lashdeep Singh and Eric Tich spoke about the significance of the club's 60th anniversary, thanked the club's local sponsors for their support, and outlined events scheduled for the coming year.

Guests were also treated to some thrilling tales of the racetrack from Frank Privitera and Bud Moeller (see page 14). Of course, for most of us, the best part of the evening was hanging out with 'old' friends and making new ones!

*Pat Transue*

*Below: Frank Privitera and Lashdeep Singh address the crowd  
Above, opposite page: Scenes from the party  
Photos: Randy Stone and Pat Transue*





### Three Altar Showings (continued from p11)

Fast forward to 2022. Krisna and I rejoined FCA MAR and attended the Gran Turismo d'Appalachia. We took our 2015 Alfa Romeo 4C. It was a little cramped with our luggage but worked fine. Again we met a lot of new folks, some fresh new FCA members, Randy and Gail, who like us, did not have a Ferrari in the stable. This event renewed my passion and my search for a Ferrari of our own. My wife would say "we have shame because we are in the Ferrari club but have no Ferrari". I was OK with a little shame but wanted to make it right. Now back to John Lyon. I always consult him because of his passion and deep knowledge of all things Ferrari. I wanted a red 458 coupe but post pandemic prices pushed them out of my reach. John sent me a link and said I should purchase Felipe Massa's Ferrari. I thought it was a joke. I was shocked to find a 599 Ferrari that was in my range. I remember reading about 599s and the 599XX but knew little about them. Massa's car was in Dubai, UAE but the search for a more local example was on. I got some great tips from FCA MAR member Dan Smith about his 599. It seemed like a great car. It didn't take me long to find a 599 on "Bring a Trailer" I was interested in and recently did not meet its reserve price, a 2008 Rossa / tan 599 with 15K on it in NY. We contacted the seller, a long time FCA member, drove the car and the deal was made. I finally erased "the shame off my name".



Above: John's beloved Ducati 851

We are looking forward to attending many more Ferrari Club of America events in the future. Thanks to all the club members for your Ferrari well wishes, friendship and company. We'll see you a lot more often now.

*John Swingle*

## Holiday Party... Racing With Ferrari, from two who do!



Words & Photos by Randy Stone

What better way to learn what it is like to race Ferraris than to have an intimate panel discussion with two drivers that are currently racing them? I was fortunate enough to sit in on the “Racing with Ferrari” panel discussion with Bud Moeller and Frank Privitera, moderated by Lashdeep Singh at this year’s Holiday Party.

Wow, what a perspective! Bud has been racing vintage Formula 1 cars for the last 30 years and currently drives his 1982 Williams FW08 and in his '03 Ferrari F2003GA (ex-Rubens Barrichello car) with the Ferrari Corse Cliente program. It was fascinating to hear how competitive he and the F2003 still are today, having set 6 outright all-time fastest lap records on North American tracks.

Bud described Circuit of the Americas as one of his favorites with the continuous series of challenging turns which, to me, sounds like just plain fun! Bud’s joy of racing continued to be evident as he described Silverstone and its super-fast corners being a “phenomenal” track where he regularly is subjected to some 4½ lateral Gs (force of gravity) in the corners and 5 Gs under braking. That is like having the regular 13-pound head and helmet feeling like they weigh 58 to 65 pounds! F1 racing is certainly a physical sport! Frank added to the discussion of G forces describing his early days of drag racing, with his 7-second 3,000hp Funny Car pulling as much as 5 Gs on the start. Frank’s wife Melaine got him started in road racing while they were dating, buying him a Skip Barber racing school package at VIR. Frank now participates in the Ferrari XX GT program with their 2016 599XX Evoluzione throughout Europe and the US. His passion for GT racing really struck me during his description of one wet-weather GT race at Spa Franchorchamp in Belgium, where with everything falling into place he described a sense of “nirvana”. That memory was made even more special when he saw a picture of their son recognizing daddy as he went by. Frank describes his racing experiences as nothing short of extraordinary!

The technical discussions were also fascinating. One particularly interesting insight was the track vs street performance

of ceramic brakes. On the racetrack Frank and Bud described how difficult it is to get heat in the carbon ceramic brakes and the race tires at the same time, being that the tires don’t get warmed up except in the corners and the brakes on heavy braking (see pic below of Frank’s 599 with red-hot brakes at Lashdeep’s elbow). If either is not up to temperature it can be disastrous on the track. This led to a discussion of the amazing capability of the carbon ceramic brakes that come on all new street Ferraris and how most people will never use the full capability of them unless they really aggressively track their cars. Both men shared how the aerodynamics, at speed, of the newer Ferraris also add to the fact that the street Ferraris are far more capable than you realize, saying “It is the driver that is the limiting factor, and the track data shows that every time”. It was great that Lashdeep, Frank and Bud took the time to share their experiences, insights and passion with us. Thank you so much!

*Randy Stone*

Above: Lashdeep introduces Bud Moeller (sitting, to the left)

Below: Bud’s F1 car and Franks 599XX displayed on screen



# Indoor Concours

March 11, 2023



Words by Ryan Woodlee

As I let my 456M warm up from a cold start, there is an excitement about having an event to attend with other Ferrari enthusiasts, especially one indoors at the beginning of March. Even though, this winter was rather mild, an indoor concours sounded like an excellent choice, just in case the morning was on the cooler side. It was about a 40-minute drive to the garage in Essex, MD where the event was being held. The road was mostly empty at 8am so it was a smooth cruise door-to-door.

As I pulled up to the garage, there were other Ferraris pulling in and I was waved in to join this intimate family-style gathering. There was a range of models from the various golden years at Ferrari (458s, FF, GT4 Lusso, 456, 308s, Mondial, F40, F430, and a few more). In attendance, there were some other exotics that were fun to look at and chat with their owners, such as a Detomaso Pantera, Porsche Taycan, Jaguar E-Type, Pontiac Firebird, BMWs and Ford Mustang Cobra.

(Continued page 18)

Above: Ricky Greer and his rare Dodge Daytona  
Below & below left: An interesting mix of exotics and other collectible automobiles and bikes

Below, right: Don Silawsky joyfully introduces his latest acquisition, a brilliant Lexus LC500 Inspiration (1 of 100)



Photos by Randy Stone



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## FERRARI OF WASHINGTON

The 296 GTB ushers in an authentic revolution for Ferrari as it introduces a new engine type to flank the marque's multi-award-winning 8- and 12-cylinder power units: a new 663 cv 120° V6 coupled with an electric motor capable of delivering a further 122 kW (167 cv).

This is the first 6-cylinder engine installed on a road car sporting the Prancing Horse badge; it unleashes its massive 830 cv total power output to deliver previously unthinkable performance levels and an innovative, exhilarating and unique soundtrack. The car's name, which combines its total displacement (2.992 l) and number of cylinders was chosen, with the addition of the GTB (Gran Turismo Berlinetta) acronym in finest Ferrari tradition, to underscore this new engine's epoch-changing importance to Maranello. It is not simply the living, beating heart of the 296 GTB but it also ushers in a new V6 era that has its roots deep in Ferrari's unparalleled 70-year-plus experience in motor sports. The very first Ferrari V6, in fact, featured a 65° architecture and debuted on the 1957 1500 cc Dino 156 F2 single-seater.

This was followed in 1958 by bigger displacement versions on the front-engined sport prototypes - the 196 S and 296 S - and F1 cars, such as the 246 F1 which powered Mike Hawthorn to the F1 Drivers' Championship title the same year. The very first Ferrari to sport a mid-rear-mounted V6 was the 246 SP in 1961, which won the Targa Florio both that same year and in 1962, amongst many others.

Also in 1961, Ferrari secured its first Constructors' title in the Formula 1 World Championship with the 156 F1, which was powered by a 120° V6. Ferrari first installed turbos between an engine's cylinder banks on the 126 CK in 1981 and subsequently on the 126 C2 in 1982, which became the first turbo-charged car to win the Formula 1



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## Indoor Concours, continued...

The light refreshments were delectable and very much appreciated for a morning concours. Lashdeep, the host of the event, introduced the event as the 3rd annual show and gave a quick rundown on the facility as well as an informal agenda. There were three presentations, where owners of some unique machines described their cars including history, specs, and other interesting facts. The first presentation was given by Allie Ash (below), who has owned his F40 since 1992. As you can imagine there was a high-level excitement when the bonnet was opened and the pristine engine was fully exposed.



The second presentation was given by Leith Wain (below, right), who owns a unique 1986 Mercedes 190 6.3 Kompressor, and executed an impressive burnout as an exit. The third presentation was given by Richard Garre (below, left), who presented his Alfa Romeo GTV, with a story about how he had once known the car and it came back into his life. After the presentations, there was more socializing until the wine-tasting session commenced, sponsored by Peter Gaylor of Magruder's DC.

One of the best parts of the event and being a member of this club is when you are leaving and realize there is a fellow member going your way. The two of us rallied down I-95 giving the other drivers a rare sight of two Ferraris back-to-back doing what they are made to do, be driven. Hope to you see again at the 4th annual indoor concours next year. It is an event not to miss!

*Ryan Woodlee*



# Enzo Ferrari Birthday Party

February 19, 2023



Above: Frank awarding test drives; Photo Randy Stone

Below: Justine pilots the Ferrari 296GTB

I remember when I first heard about the 296 GTB. It was supposed to be a spiritual successor to the 308 GTB, a classic, maybe even a legend. I was excited, as I have first hand experience with the 308 GTB & GTS variants. Driving the 308 GTB is one of my favorite automotive experiences and the 308 has a stunningly timeless look to boot. With its rounded, beautiful curves, shapely bonnet, and a nice looking front and back end (Euro-spec, looking at you!), one would be forgiven if they were caught first hand gawking and fawning at its majesty. Not only does the 308 GTB look the part, but the driving is top notch as well. Great feel through the direct and non-assisted steering, a stiff but non punishing suspension, and enough power to have fun

wherever you are driving on public roads and not get in too much trouble without nannies. The 308 GTB would be a hard machine to match, so I could only imagine what lies in store with the 296.

The year was 2021 when the press and accompanying pictures and videos of the 296 came out. The looks were reminiscent of other modern supercars such as the Maserati MC20 and the Lotus Emira. Out were the curvy and sexy body lines of the 308, and in came the sleek look of a sharky predator. One look and you could tell that the 296 meant business. While it had a nice and modern look, how did it feel to drive on the public road (excluding any private roads or tracks)? [An aside: I had the privilege to drive an 812 Superfast and a Mondial back-to-back. I much preferred the Mondial's feel, as the 812 felt like I was driving a video game (another story).] I had my doubts on this one, as looks only gets you so far, as it is the feeling is that counts.

Come 2023. Ferrari of Washington (FoW) was hosting an FCA-MAR Enzo Birthday event. But this was no ordinary birthday celebration. There was a raffle of test drives including the 296, Roma and Portofino. Exciting! But I kept my anticipation at bay, as I hardly won raffles or lotteries. My main focus was to enjoy the wonderful people and conversation as well as appreciate the beautiful pieces of automotive art that adorned FoW's showroom. As the event pressed on, folks were picked via the raffle, with a large majority of the winners choosing the 296 for the test drive (poor Roma and Portofino). Then, out of the corner of my ear, I heard my name called out. What?!! I almost choked on my food! 'Oh my...what car am I going to choose?' 'Oh...my... the decisions!' 'Who am I going to fool?' Of course, the 296!

It was now time to drive. The folks ahead of me had finished their drives. Each one had strolled out of the 296 with a huge smile on their faces, ear to ear. And now, it was my turn.



## Enzo Birthday Party continued...

I did a walk around of the vehicle. It was just like I had read on forums, and watched on YouTube. Channels such as Harry's Garage and Carfection can articulate much better than I, but wow... what a stunner. Whereas, the 308 was beautiful, the 296 was not. It was sexy... deadly sexy! The aero, the low stance, the intakes, it looked like a predator of speed. After my gawki... uhh... I mean.. inspection, I opened the non-billionaire (Gullwing) doors, plopped down into the seat and was greeted with a sea of leather and carbon fiber. The dash was not filled with the panels of plastic buttons and dials of yester-yore, but instead, streamlined with glossy piano black LED controls, recessed vents, and a well laid out interface with a Heads-up Display (HUD) that appeared on the windshield. With the start button and the HUD combo, it almost felt like I was in a Top Gun movie! While not as classy and beautiful as a 308 GTB interior with its mechanical speedos, classic clock, and a 5-speed gated manual, the 296 GTB interior was futuristic, clean and polished. One could say, elegant in its use of modern technology and design.

It was now time to drive. Casey, FoW's 296 maestro, sat next to me and explained the controls and systems. I started the 296 up and it growled like a beast waiting to be let out of its cage. Delicious! I gingerly backed up and made my way out of the FoW parking lot with anticipation. Its time to let this beast free (or at least out and leashed for a little walk, since we were still on public roads after all). As we were plodding our way to FoW's 'test track' the 296 was eerily quiet as we rode to our destination, as its electric motor pulled us along. The ride was smooth and luxurious, almost like being in a Benz S-Class. The 296 had an aristocratic feel at low speeds, and I imagined that it would be quite comfortable taking this fine vehicle out for a stroll to the super market or other mundane tasks.

As we made our turn to start our drive, Casey told me that I was in Sport / Manual mode, and can shift using the paddles. Excellent, I like control. On the 'track', I gave the 296 a bit of the beans. Not all the way, but a gradual increase of power with a strong foot. (I would say, half fried beans) The 296 raced across the pavement, every throttle input could be felt, the responsiveness was incredible. Even little tapping of my feet, the power fluctuations could be felt. As I made my way up the rev range, the symphony of sound from the engines flooded our ears. This was a V6 turbo? No way! I couldn't hear the turbo at all, let alone feel any kind of turbo lag. This was refined. If I hadn't known any better, I would have said I was in a naturally aspirated car! But something was amiss. The beautiful notes sounded muted, muffled almost, while at speed....

Ahh ha! The windows! Once rolled up, what a different closed windows made to the engine notes. The growl and rumble were captivated in all its full glory in the cabin. Definitely the way to go for the maximum audio experience! No more buffeted wind noise detracting from this masterpiece of orchestration.

And then, it was time to shift. An engaging click of the paddle, its resistance not too light, yet not too hard, was satisfying to pull.



Above: JJ, Eric and Ron admire the 296GTB

Below: Mike tries the 296 on for size

And my goodness, the smoothness of the shift!!! Gone were the hard shifts of Ferrari's previous F1 generation. This is not your grandma's 599. Ferrari's 296 DCT was smooth like butter, and the power kept on rolling. The 296 kept pulling smoothly as if no shifting transition had been made.

So, then in a straight line, the GTB was incredible, but with any proper sports car test, curves must be introduced!

As we made our way through the twisty sections of the 'track', I wanted to compare the steering feel and the suspension. Flicking the 296 lightly left and right, the vehicle was extremely responsive to my every movement. The steering feel felt solid with feedback. It felt reminiscent of hydraulic steering, definitely not the electric powered video game sensation I felt with other modern vehicles. The 296 gave me a feeling of confidence in that I could tell what it would do through the steering wheel. I felt connected and certain that the 296 would go where I wanted it to go. Although... the 296 steering feel still doesn't come close to the 308 GTB or a Lotus Elise with their non-assisted direct steering, but then again, what electric powered steering could? The suspension on the other hand, oh boy. You could feel the road, feel the turn, feel the



Photo by Randy Stone

bumps and cracks in the pavement. Responsive, yet not punishing. And as we progressed through the twisties at speed, its lowered center of gravity and aero kept the 296 planted on the ground, the suspension giving a feeling of confidence that it was nowhere near its limit. No body roll, just...planted.

After the twisties, we had come across a clear long straight. As any respectful auto enthusiast would, I gave her full beans (like triple fried, refried beans) pedal to the metal. Mind...blown! I was forced back into the seat, the power of the acceleration thrust and propelled the 296 as if it were a rocket. I felt like I was in a roller coaster, my heart in the pit of the stomach. I had to let my foot up, because my heart couldn't take it anymore. Too fast! What?!! The last time I felt acceleration like this was in a Tesla P100D in Uber mode, where we had to wait 10 minutes for the capacitors to charge up before we could launch. Here, in the 296, that speed was at your footstep. Any press of the foot, and you could feel that speed. None of that 10-minute waiting nonsense. Absolutely incredible, thrilling, and dangerous if you're not prepared for it. We were nearing the end of the test drive, but I had to give it the beans a couple more times. By the end of the drive, I was done; my adrenaline racing, my nerves shot...tummy full of greasy delicious beans. I got out, another lucky person with a huge smile on their face, ear to ear. My mind had been changed. The 296 GTB is a worth spiritual successor to the 308 GTB, even though it is missing an additional pedal.

Sidenote: I had asked Casey to take me for a ride as a passenger when he was finished with the test drives, as I knew I had driven nowhere near the limit and wanted to really feel what the 296 was capable of. Casey was absolutely wonderful and a great driver and obliged. As a passenger, I was able to experience the ride, amplified. Indeed, I was nowhere close to the 296's limits, only a tiny fraction. I recommend anyone testing vehicles to ride as a passenger as it opens up new experiences and allows one to focus on subtleties that may be missed when having to focus on the road as a driver.

*Justine Lo*

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### **A First Ride View of the 296GTB...**

Having been involved with Ferrari for nearly 8 years, my love for the brand and its cars is continuously growing. The FCA and Washington Ferrari never fail to put on an amazing event, and the birthday party celebrating Enzo Ferrari was no exception. One thing I loved about this event was an opportunity to get a test drive in the new 296 GTB. Given this opportunity, between me and my father I was the one to take it. Through the past 8 years I rode in many different Ferrari's, including a track day in my dad's SF90, which was an unbelievable experience. That track day has been one of my favorite experiences with Ferrari, I was able to experience the happiness of being in the car while also the excitement of being on track.

Since that track day, my love for the cars is continuously growing, and being able to ride in the 296 adds to that growing love. As I am not able to drive yet, I had to experience the cars abilities from the passengers seat, but my experience can only be to prove that there is never a bad seat in a Ferrari. I am able to best describe the 296 as a smaller version of the SF90 from what I had experienced on the track. It has incredible technology, is fast, and is a very smooth car, even on the bumpy roads surrounding the dealership. We reached some spirited speeds with the sound of the car also not being one to disappoint. Enzo Ferrari once said, "The fact is I don't drive just to get from A to B. I enjoy feeling the car's reactions, becoming part of it," and I truly think Enzo would be proud of the modern Ferraris, as my test drive in the 296 and my track day in the SF90 was a great example of this kind of experience.

*Tabitha Green*



Above: Tabisha Greer with her father, Ricky, and FoW test drive pilot, Casey, about to embark on a memorable ride

Below: Tabitha riding shotgun with Casey. Photos: Randy Stone, above, Kevin Linde, below



## My 296GTB Driving Opportunity...

Coming to the FCA-MAR Enzo Birthday Party was a cool event in and of itself but winning an unfettered drive in a brand new 296GTB, Ferrari's newest evolution in the mid-engine line was a big added bonus!

So, what is a 296GTB? It is a mid-engine 120-degree V6 dual turbo HYBRID with 818 hp! It is outrageously quick to outlandish speeds with amazing handling. What was it like to drive? I would have to describe it as a rocket on roller coaster rails or, exhilaration with confidence! First off, I was enthralled with the blistering speed and handling WITHOUT using the paddles. Blasphemy I know, especially from a manual-loving guy who has recently fallen in love with the F1 and dual-clutch transmissions of today. The upshifts and especially the downshifts were so preemptive, if not aggressive, it did not even occur to me to switch

to manual/paddle mode. Casey was good enough to have put it in Sport mode right off the bat. Thank you, kind sir. That car inspired such confidence at high speeds and lateral G forces it took fun to a whole new level! I was ridiculously jazzed when I got back.

Moreover, the energetic, informed and sometimes teasing conversation about the drive and the car with my fellow club members/friends was even more fun and technically stimulating! And yes, the great friends who have been showing me the ropes on spirited Ferrari driving were a bit aghast, if not disappointed with me, about not using manual mode ... but I did pull a bit more out of the car than some of them .. 'nuff said here. Thanks again to FCA-MAR and Ferrari of Washington for another opportunity to have way too much of a good time, if there is such a thing when talking about Ferraris!



Above: Randy all smiles. Photo by Kaya Suner Photography

*Randy Stone*

## A Very Special Enzo Party!

Having already offered to host the FCA-MAR Enzo Birthday celebration, FoW was about to get a big request! Could it make several cars available to our club members for test drives during the event? FoW's Will Elliott, as he so often does, made it happen! Along with the three MAR members who shared their experiences of driving the 296GTB in this issue, many others took turns behind the wheels of the Ferrari 296GTB, Roma and Portofino M.

Thanks to the team at FoW for making these incredible machines available to us and for creating lasting memories for club members! (Editor)



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# New Member Welcome

This was the first event I planned for the club (if I knew we'd be in the middle of a move not so sure I'd have volunteered). I watched the weather the week prior and could only hope it would hold. Rain Thursday, Friday, Saturday, and Monday. Sunday? Sunny and 55deg. No way that holds. If there's one thing I know about weather forecasts it's that they're always wrong—and that goes up exponentially the further out you are. Miraculously the weather DID hold and it was literally a perfect day for the event.

The Cars-n-Coffee started at 9am. Of course my wife Sonja and I got there at 8:30, which was way too early. We wanted to see what we could do to help, but as usual Will Elliott from Ferrari of Washington did an outstanding job preparing for the morning, lining up the caterers and providing a coffee mug souvenir for everyone. More and more Ferraris and people continued to show throughout the morning. It was brilliant. We got to socialize with many old friends and got to meet quite a few new ones. From that perspective the New Member event was a success...about 24 new members and 24 "not-so-new". Perfect. I hope we continue to see the new faces throughout the season.

At 11am sharp I started the drivers meeting. I had picked a very familiar route that weaved through Loudoun County horse country to end up in Middleburg. It was a relatively short route, with no intermediate stops. Following some good words Frank Privitera and Eric Tich, I provided an unnecessarily detailed route briefing to Lost Barrel Brewing. Afterward I gathered some things together, I hit the facilities, and got myself ready to lead the rally. With more than a dozen cars trailing, I'd try my best to keep us together. I was finally ready to go and walked outside... ..to an almost completely empty parking lot (except for Phil Waterbury, who decided to wait for me—thanks Phil). Where did everyone go? Normally it seems everyone waits for someone else to lead, but in this case the train literally left without me! Oh jeez, I hope I got the Google Maps link and route directions correct. Maybe my brief wasn't too detailed after all?

The route itself was a good combination of 4 lane parkways and small curvy roads. We got to push it a bit on Pacific Pkwy and Crosstail Blvd, but had to take it easy once we got west of US-15 through the small roads approaching Middleburg. Incidentally I found out later that a policeman was sitting on Pacific Pkwy later in the afternoon. I wonder if a dozen Ferraris roaring through there early that morning had anything to do with it?



Phil and I somehow managed to catch up to the new member pack about halfway through the rally. The entire group was pretty much able to stay together for the second half of the route. Whoever was leading did a fine job negotiating the backwoods twisties. They even figured out the parking at Lost Barrel!

I'd recommend Lost Barrel for future events, or any social gathering for that matter. The parking lot was crushed stone; not ideal but pretty much standard for wineries and other big venues. Despite that it was a very picturesque location and the whole setup was surprisingly efficient. They even had a fire going for us as we arrived. We had rented the entire "Bale House", which consisted of an upstairs and downstairs Saloon. Everything was ordered through your phone, using a QR code posted in the building. Once ordered, someone brings your drinks and food out to you. Pretty timely too. You have the option to leave your tab open, so it's very easy to order a second round (or third, etc.).

It was such a beautiful day Sonja and I ended up staying longer than we intended. I think it was a success overall and am glad I volunteered to plan the event!

*Mike Tepley*

Above: Generous spread provided by Ferrari of Washington  
Left: FCA-MAR crowd enjoying Lost Barrel Brewing  
Photos: This page and overleaf, Kaya Suner Photography (thank you Kaya!)







## New Member Welcome (take two)

Greetings FCA MAR! My wife Giuseppina (Giusy) and I are brand new to the Club. I mean really, really new...as in second tank of gas in the Ferrari new. As such, we must confess that we felt a little awkward about participating in FCA events. Even though there is a beautiful Ferrari in the garage, we kind of felt like outsiders looking in. Then by chance, I stumbled across the bio of Mike Tepley running for FCA-MAR secretary. I couldn't believe I found a fellow US Air Force Academy grad, F-16 Fighter Pilot and retired AF officer that also owned an F430 (gorgeous car). We had nearly identical military careers. I had to reach out and get the scoop. He immediately squashed my concerns about all things FCA. Would we be accepted? Yes! Are the members inclusive? Absolutely, come to the newcomer event and find out! Ok, I'm in!

But our humble journey to our first Ferrari and the FCA was not exactly planned. Like many of you, Giusy and I have been habitual savers and investors. We consistently deferred dreams of owning such things as perhaps a post retirement fantasy. That all changed after two unexpected events.

First, my wife's birthday was approaching and her fancy for German cars had slowly waned in favor of a Maserati? Really? I was not impressed. Why not a nice 911? M3? AMG? No, she was fixated on Maserati and the one that caught her eye was the GrandTurismo Sport. I relented and finally found the exact car she wanted and elected to drive it home from the dealer in Indiana to Virginia. I enjoyed those 10 hours of "first-drive honeymoon," much more than expected. The F136 Ferrari/Maserati motor was intoxicating, the cabin remarkably comfortable and the smiles and approving gestures along the journey made me feel in a way I haven't felt in years about a car. But a Ferrari was still not on our radar.

Fortunately, we had the privilege of meeting another AF Academy alumni and ex FCA Vice President Dr. Mike Lambert (spectacular person!). Our conversation quickly descended into his extensive history of Ferrari ownership and, per his suggestion, we joined the Club even before we owned a Ferrari. We used his extensive experience and connections in FCA to steer us towards a good fit for our first car. After a brief search and several missed attempts, we finally procured our very own. Now off to Ferrari of Washington and the newbie event.

Giusy had a last minute conflict so I was solo for the day. I fired up the F430 at about 6:45 am on Sunday morning much to the angst of my previously sleeping neighbors (Yes, I was appropriately debriefed) and my very first Ferrari adventure was afoot.

The morning drive from Ashland was cool and crisp and drenched in spectacular morning sun. I struggled to operate the impossible OEM radio/nav...must need better eyesight than



Above: Mike Tepley welcomes Mark (right) to the FCA-MAR!  
Below: Mark shares a laugh with MAR Board members

this old Fighter pilot (and a PhD in Becker). I opted instead to enjoy the symphony of the Italian V8 married to those Fabspeed headers. Again, I am surprised by the waves and friendly gestures from other drivers in the light morning traffic. I'm still in disbelief that we actually own a Ferrari.

Upon arrival Mike motions me to park next to his F430 and introduced me to a bunch of wonderful new people. The hospitality from Ferrari of Washington was first rate and the food was perfect. Definitely a new standard for cars and coffee! The turnout was well beyond what I expected and, most of all, the people I had the privilege of meeting were overwhelmingly warm, welcoming and genuinely interested in meeting us new members. Regrettably, I wasn't able to make the drive to Lost Barrel but we are looking forward to all the exciting events on the horizon.

Thanks to Mike for setting up everything and thanks to all of you for supporting us newbie's....now officially on our third tank of gas!

*Mark & Giusy Hansen*





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# Spring Thaw



Photos by Randy Stone

Words by Eric Tich

The FCA-MAR “Spring Thaw” event took place on a day when spring was conspicuously absent, replaced by cold, blustery weather that left some participants questioning the event’s name. But despite the wintry conditions, our intrepid group of Ferrari enthusiasts converged on Facci Ristorante in Maple Lawn, MD, to celebrate the traditional start of the driving season.

The day’s festivities began with an optional road rally that took participants through some of the most scenic and enjoyable roads in the area. Debris on the roads from the previous night’s storm almost got the better of one participant (hint – it was me), leading to an up-close and personal (some would say butt-clenching) view of a large downed tree limb. Fortunately, the Ferrari brakes were up to the task and disaster was avoided. All in all, it was a fun drive, and a great way to work out the winter kinks and get those prancing horses back up to speed.

Arriving at Facci, we pulled in to our designated parking area to find a number of Ferraris already present. These cars clearly were owned by sensible members who realized that cold weather, storm debris and Z-rated tires do not make for a good combination. In planning this year’s event, we assumed that upon our arrival we would spend some time before lunch mingling amongst the cars, enjoying some general story-telling and tire kicking. This, however, did not occur, mainly because we were all freezing! Discretion being the better part of valor, inside the restaurant we went.

With an indoor fireplace keeping us toasty, it was time to commence the merriment. Facci’s excellent wait staff kept us well-supplied with our choice of imbibements, and before we knew it, it was time for lunch. It was well worth the wait, as we were treated to a traditional 3-course Italian meal, and with plenty of delicious options to choose from I can guarantee that no one left hungry. In keeping with Spring Thaw tradition, many prizes were given out to lucky winners, donated by club sponsors who clearly understand the importance of keeping Ferrari owners happy.

As always, the real stars of the show were the Ferraris themselves. The roughly 30 cars on display spanned six decades of production, and were nothing short of breathtaking. From a beautiful 1969 365 GTC to the latest SF90 Spider and 812GTS models, it was a true testament to the enduring appeal of the prancing horse!

Despite the chilly weather, the Spring Thaw was a resounding success. It was a celebration of all things Ferrari, spent with fellow Ferrari fanatics who understand that life is short, so you might as well spend it driving the best dang cars in the world.

*Eric Tich*

Thanks to the sponsors of this year’s Spring Thaw: Ferrari of Washington, D&V Auto Body Masters, Premier Financial Services, TLC Auto Detailing and Treasured Motorcar Services.



Spring Thaw Photos by Randy Stone



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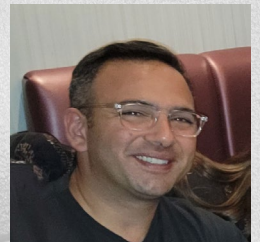


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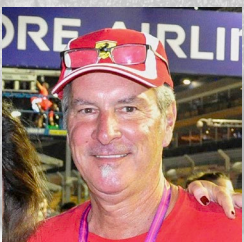


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