

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

MARANELLO



SPRING 2024

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REGIONAL DIRECTOR'S MESSAGE



MID-ATLANTIC
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Emozione Ferrari is a Lifestyle

In this issue you will read articles about the many events the club has held over the winter. I am very proud of where we are as a region and of the great efforts of our Board of Directors to bring so many new events to life. I would especially like to recognize Eric Tich, Lashdeep Singh, Mike Tepley, and Phil Waterbury for their efforts to create so many new and exciting events for us to all enjoy together.

FCA-MAR is not just drives on pretty summer days; it's a collective community of passionate members that love all aspects of the Ferrari lifestyle. We have shared in raising money for charity, collected toys for children, gone on spirited drives, enjoyed luxurious meals, and made memories together here, across the US, and all over the world.

Over the coming months you will see even more new and great events for each of us to enjoy with (hopefully) or without

your Ferrari! As you all know I am especially excited about the upcoming spring autocross. Racing cars is my passion and any time I can get out on track I jump at the chance! We also have several fun events aimed at building relationships and bonds amongst members.

When you can't be there we always have *The News of MARanello*, which continues to be our place to collect those memories and memorialize them for us all to remember and enjoy for years to come.

In this issue you will hear about our holiday party, winter driving training, our gourmet celebration of Enzo Ferrari, and many other exciting events. As always, I encourage you all to get involved, join us at as many events as you can, and absorb the feeling that is Emozione Ferrari!

Forza Ferrari!

Frank Privitera

NEW MEMBERS

A warm welcome to the following new members:

*Ralf Berthiez, Sterling, VA
Milan Cukalovic, Arlington, VA
Tabitha Greer, Hughesville, MD
Edward Gunney, Mitchellville, MD
Matt Lavin, Great Falls, VA
Adam Libretta, Barboursville, VA
Chris Nolan, Woodbine, MD
Matheus Passos, Arlington, VA
Charles Yocke, Glen Allen, VA*

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

MARANELLO



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Editor's Notes:

Do you have an experience related to your passion for cars, or maybe just a great photo of your Ferrari you would like to share with the club? If you do, please reach out to me!

pat.transue@fca-mar.com

Pat Transue

NEWS OF MARANELLO, VOLUME 10, NO. 1

FRONT COVER: Frank Privitera all smiles after a drive in the Ferrari Purosangue. See article page 28

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**MID-ATLANTIC
REGION**

Upcoming FCA-MAR Events

Saturday, May 11, 2024

**Blue Ridge Rally
Afton, VA**

A new event for this year! We'll gather for a light breakfast, then head out for a mountain road rally followed by lunch at a local winery.

Sunday, May 19, 2024

**2024 Pennsylvania Concorso Ferrari
Newtown Square, PA**

The Penn-Jersey Region is proud to announce the 2024 Pennsylvania Concorso Ferrari will be held at the prestigious Aronimink Golf Club.

Sunday, May 26, 2024

**Spring Karting with pre-event Rally
United Karting, Hanover, MD**

Join us for this popular event! The karts provide top level performance for the veteran pilot, but are easy to drive for the beginner.

June 6 - 10, 2024

**Formula 1 Canadian Grand Prix
Montreal, Canada**

For years, FCA-MAR club members have made the trek to Montreal to enjoy the sights and sounds of F1, mountain road rallies, and camaraderie.

Saturday, July 13, 2024

**FCA-MAR Summer Picnic and Rally
Clifton, VA**

We'll meet up for a spirited romp through winding country roads in rural northern Virginia, ending in Clifton for an enjoyable Club picnic.

August 9 - 12, 2024

**Gran Turismo d'Appalachia
Snowshoe Mountain Resort, Snowshoe, WV**

Join the FCA-MAR for a weekend of fun and adventure in and around the beautiful Appalachian Mountains. Our destination this year is Snowshoe, WV.



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

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Remembering David Carte

By Dan Smith, Sam Smith and Skip Hurt



Photos courtesy of Sam Smith

The passing of David Carte in 2023 has highlighted how much he contributed to the automobile community in both technical excellence and the strong personal relationships he forged with those fortunate enough to have spent time with him.

David flourished and excelled in essentially two worlds. He was known internationally in the Ferrari world, having cars he restored take home coveted prizes at Concorso Italiano, Cavallino and Pebble Beach. However, many may not know of his diverse interests and skills with other vintage and collector automobiles, go-kart racing, and many community pursuits, which were generally centered around Shenandoah Valley in Virginia.

David was instrumental in the formation and was a member of the esteemed twenty-person council of the International Advisory Council for the Preservation of the Ferrari Automobile (IAC/PFA). David served as a Chief Class judge at such events as the Pebble

Beach Concours D'Elegance and Cavallino Classic. He was a great friend of the FCA Mid-Atlantic Region.

Dan Smith

Above: A proud David Carte stands with Bill Marriott in front of the restored 1952 340 Mexico, one of only three Ferrari 340 Mexico Berlinettas built. Photo is of the car prior to winning Best of Show at the 1988 Ferrari Club of America's Concours at Elkhart Lake, Wisconsin

Left: David hamming it up outside his shop, Classic and Sport Auto Refinishing, Edinburg, Virginia. The shell of Marriott's 340 Mexico in the early stages of restoration stands behind him



Skip Hurt and David Carte were hired (arranged by Bill Marriott) to help Marriott build a car collection in the early 1980s. As it worked out, Skip moved to New Hampshire and became the caretaker of the Marriott compound on Lake Winnepesaukee for the Marriott family boats and cars. Bill had his special cars shipped up to the lake every year and Skip did mechanical work on some of these collector cars. Skip and David had previously worked for Bill Thompson at White Post Restorations (in Virginia) before going with Bill Marriott. Skip is still in New Hampshire.

I met David and his buddy, Skip, in 1985. David was taking on the full restoration of an old Ferrari I'd found for Bill Marriott. Bill drove me down to David Carte's Edinburg shop to see the progress being made on this 1952 340 Mexico. David asked about chassis and under body colors (shades of gray) - which should be black oxide, zinc chromate, cadmium, and nickel plated. I told him what I thought and referred him to my new friends - Bobby Smith and Wayne Obry, mentioning Sue and Dyke Ridgeley, and Jim Riff. These were all restoration competitors, but all willing to collaborate. What a great time it was.

After a few years of intensive research and skilled effort, Marriott's car won best of show at the 1989 Ferrari Club of America's Annual Meet. It was the first of many successes: the Ferrari Club of America, Cavallino, Amelia Island, Villa d'Este, Pebble Beach, and many others. David's trademark was his unstinting research towards absolute originality and his always boyish grin and charm. His words were few, but his action extraordinary. For me, David is the dearest of friends and will live that way in my heart. He always had a chair for me when I came to visit. For the rest of the world, the beautiful old Ferrari and French 1930s art deco cars will live on as his artistic portfolio. Gone too soon. He was a blessing.

Rest in peace, David.

Sam Smith

Above: Sam Smith (behind wheel), David Carte and Bill Rhodes at Summit Point with 1955 Ferrari 410Sport 0598CM owned then by Bill Marriott

Below: David's Ferrari scrap yard



Remembering David Carte (continued)

I met David when he was 19, I was around 25. I was working at White Post Restorations when he arrived. He glommed onto me right away. We were very different, but I enjoyed his direct manner. He was a smart guy too. Good recall. We worked together for 3 years at White Post.

My wife was championing homeschooling and had a petition she wanted me to take to work to see if there was any support for allowing parents to homeschool. It was kind of a new thing and for some reason there needed to be a change in the law. Of course, no one wanted to sign something so unheard of. But David came up and said sure and signed. I was grateful.

When I left White Post to go to work for Marriott I started hounding David to go out on his own. He decided to build a small garage in the back of his house in Woodstock, Virginia. He worked at WP during the day and at his garage at night and weekends. I brought him his first car, a 64 Corvette that he worked on. Soon after, I brought him a 1957 Ferrari TRC to do some cosmetic work on. Shortly after this period, around 1985, he decided to ask Mr. Marriott. to fund the purchase of his eventual garage. It was \$30k. Marriott was reluctant to do it and called me to express his doubts. I was very distraught after the call. I figured if this guy (Bill Marriott) can't immediately recognize the value to fund David's venture then I don't think he has the intention of being the collector he was telling me he wanted to be.

I was starting to think I had been duped and that I wasn't going to have a future with Marriott managing his car collection. This was a gamble I never counted on when I took the job. However, he did ultimately decided to invest in David. The rest is history!

A few weeks ago I realized that I had never asked David what attracted him to me. I expressed this oversight to Bernice when she informed me of David's passing. She said "Oh that's easy, you are a weirdo". This took me back a bit, but I knew she was correct. I also have always known that David was a weirdo too, along with several other of David's friends that I have known. What made David so weird to me was his very direct way of approaching a person or problem - his truthfulness and honesty. At times it could be construed as rude. But he didn't mean for it to be.

David was also a perfectionist. Starting his own automotive restoration business was quite the gamble for David to take. He was leaving a good paying job and going all in on his first venture. He now had a start up shop in the pucker brush in the VA countryside. An unknown guy competing against some big well-funded restoration shops, many from the west coast. We didn't know what to expect. I was always very uptight, but David was always calm.

Above: Skip Hurt, and David (teasing Skip's neck tie) stand with Ferrari TRC

Right: David Carte piloting Bill Marriott to his award winning showing at Pebble Beach



I have many fond memories of the early days going to the shows, including all of the many troubles we encountered. We always figured out a way to get it done. One time while hauling cars to Wisconsin for a Ferrari meet David's 84 Dodge started vapor locking. We found that the metal gas line running near the exhaust was causing the problem.

We were outside Chicago, stopped at an auto parts store and bought a roll of 3/8" rubber fuel line, shoved one end down the filler neck of the gasoline tank, ran the line over the driver side mirror then under the hood with duct tape, hooked an electric fuel pump directly to the battery then to the carburetor. True story, made it to the show and home. We always worked well together.

Eventually, the logistics of working relationship, me in New Hampshire, David in Virginia, became too hard to sustain. I was unable to keep up with all that had to go into researching a car and complete the other demands of the role I was in. So, David took the lead and excelled. I must say I was surprised that he was as accomplished as he was with building his business. He truly excelled. We would go years without seeing each other. But whenever we hooked up it was always the same camaraderie.



Above: SWB California Spyder restored by David Carte

So, now David has taken off for another show. He had time to prepare, I can tell you that no matter what the competition might be, he will win!

He is the second oldest friend I had, over 43 years. My wife is first, it was a very good relationship for both of us. He was one of a kind.

Skip Hunt

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What's in Your Driveway?

by Pat Transue

My friend and long time FCA-MAR member, Don Silawsky, recently suggested readers might be interested in what exotics fellow members have in their driveways. The data in the table below comes from the National FCA database and reflects only what members (you) entered when joining the club or after updating your profile. A number of our Region's members have not entered any vehicles at all, so this data is incomplete. I encourage all of you to take a few minutes and update your FCA profile so that it is accurate!

Ferrari Model	# in Region
308	14
328	14
348	3
355	7
360	23
430	20
456	4
458	17
488	9
550	5
575	2
599	2
612	3
250 GTE 2+2	1
330 GT	2
330 GTC	2
365 GT 2+2	1
365 GTC4	1
365 GTB4	1
400 GT	1
512 BB	4
512 TR	10
599XX Evo	1
812 Superfast	6
California	20
Daytona	1
Dino Spider	1
F12	6
F8	8
FF	2
GTC4Lusso	1
Mondial	3
Portofino	5
Roma	1
SF90	1

Interesting non-Ferrari brands listed by members include Corvette, Porsche, Lancia, Maserati, Alfa Romeo and Audi.

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Fall Karting

by Henry Harries



Photos by Pat Transue

My first event as a new member of the FCA Mid-Atlantic Region exceeded all expectations. We met up in the morning as a group where I was warmly welcomed by everyone and felt instantly a part of the Ferrari family. It was an immediate sense of camaraderie and shared passion. Our rally through the Maryland backroads on our way to karting was a visual and auditory dream. As a child of the 90's, having a Rosso Corsa 360 Modena and a 575 Maranello's V12 singing through the winding roads and colorful trees directly in front of me was the perfect way to be baptized into the group. It was one of those "pinch yourself" moments where you're reminded that you brought your childhood dream into reality.

After an hour long rally in perfect 75 degree November weather we were all ready to race. Having had virtually zero karting experience I threw caution to the wind and immediately felt the

adrenaline rush when we started zipping around the track. There were a few times I had to learn where the limit was and spun myself around but had a big smile during each rotation. I felt quicker with each lap and am eternally grateful for the coaching some of the experienced members gave me on how to best get around the track. Even though I didn't finish on the podium, it was one of the most fun days I've had in a long time.

Henry Harries

*Above: Club members pose after arrival at United Karting
Below: Lashdeep Singh describes rally route through the Maryland countryside*

Opposite, center: Dylan Adeli, FCA-MAR's fastest kart driver, explains to the group how best to attack the course





Maryland Fall Rally

by Bruce Kehr



Photos by Pat Transue

A Weekend to Remember: Speeding Through Beautiful Scenic Maryland with the FCA Mid-Atlantic Region (November, 2023)

This past weekend, I had the privilege of experiencing something extraordinary, a blend of passion, speed, and camaraderie. I joined fellow members of the FCA Mid-Atlantic Region for an exhilarating automobile rally, a journey that not only tested the limits of our magnificent machines but also strengthened the bonds among us enthusiasts.

The event was nothing short of spectacular, featuring over twenty cars, each a masterpiece representing various models and vintages of Ferrari. For about two hours, we traveled at high

speeds, but it was more than just an adrenaline rush. It was a ballet of engines and elegance, wonderful roars and shrieks emanating from exhaust notes, winding through the picturesque landscapes of Maryland and West Virginia.

As we drove, we were surrounded by nature's splendor. The wooded roads and farmlands were a blur of autumnal hues, with mountains forming a majestic backdrop. The fall foliage was in its full glory, painting the hills and valleys in shades of amber and gold. The sight was breathtaking, a vivid reminder of the beauty that surrounds us, often unnoticed in our day-to-day lives.

Our journey culminated at Wilcom's Inn, located at the site of the 75-80 Dragway used by the automotive television show,





Motorweek, from 1982 until 2021. The grandstands have been removed, the track in disrepair, but you can almost hear the voice of host, John Davis, describe the performance of everything from domestic muscle cars and mundane daily drivers to European exotics. Many of us grew up thinking Motorweek was can't-miss automotive entertainment and it was appropriate for our rally to end at this historic site.

In spite of its modest exterior appearance, Wilcom's Inn is a place that delivered an epicurean delight. The meal was a feast for the senses - succulent shrimp, perfectly cooked filet mignon, an array of salads, and a variety of eggs and omelettes. But, the food was just part of the experience. The true essence of the

gathering was in the stories shared, the laughter, and the shared passion. We exchanged tales of our current and past sports cars, reminisced about other rallies, and engaged in spirited discussions about Formula One racing.

The weather was crisp and cold, yet the sun shone brightly, mirroring the warmth of the company I found myself in. It was one of those perfect days when everything just falls into place, leaving you with memories that linger long after the engines have cooled down.

As I reflect on the day, I am filled with anticipation for future events. There is something profoundly gratifying about being part of a community that shares your passions. As we approached the holiday season, I carried with me not just the excitement of the drive but also the warmth of new friendships and the joy of shared experiences.

To all my fellow enthusiasts, I hope you had a delightful holiday season filled with joy and adventure. May the roads ahead be as thrilling and fulfilling as the ones we've just traversed.

Speeding forward,

Dr. Bruce Kehr



*Opposite, top: Ferraris (and others) parked next to the Antietam National Battlefield Park
Opposite, below: Participants carve their way through the Maryland countryside on a very crisp fall day following a wonderful route mapped by our Events Team*

Above, left: The defunct dragway used by the television show, Motorweek, from 1982 until 2021

Above, right: Unassuming exterior of Wilcom's Inn, which was once a biker bar that catered to crowds at the old 75-80 Dragway, the dusty asphalt racing strip run by the Wilcom family, and home to Motorweek

Left: Photo of motorbike on the 75-80 Dragway hangs in Wilcom's Inn behind FCA-MAR rally participants, John and Krisna Swingle, Marlon and Sherry Maragh and Henry Harries and Denise Lee (front to back)



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2023 Las Vegas Grand Prix

by Pat Transue

When Formula One announced in the spring of 2022 that Las Vegas would host its first race since the 1982 Caesars Palace Grand Prix, and that it would be a street circuit in the heart of the Vegas Strip, it seemed a bit hard to fathom. But then, if any city could pull it off, it would be Las Vegas.

My wife, Carrie, and I have been fortunate to attend several Formula One races over the years and immediately signed up for priority ticket access by making a small charitable contribution supporting local Clark County Nevada causes. So, a full year prior to the race, with our priority ticket status, would it be easy to purchase tickets? Of course not. I logged onto the Ticketmaster F1 website at the appointed time only to see I was in a virtual waiting room with tens of thousands ahead of me. Needless to say, it was frustrating, but we were eventually able to purchase four reserved seats in a grandstand (yet to be constructed) near the MSG Sphere (also under construction).

Over the course of the following twelve months, it was amazing to witness the massive undertaking: the paving of the streets, infrastructure improvements, construction of grandstands, fencing, lights, temporary pedestrian and vehicular bridges, and the 550 million dollar race paddock. The construction created enormous

traffic jams and inconvenienced visitors and harmed some businesses in the area. Now that the work has been done for the inaugural race, it is expected that future races will be much less disruptive to life on the Strip.

Race week provided a true sensory overload. Everywhere we went there were visible reminders of the events about to take place. The lobby of our hotel had manikins outfitted in race-worn racing suits of several drivers including Daniel Riccardo and Yuki Tsunoda. Yuki is that short! (see race suit next to our son Kyle on opposite page) As we walked through the lobbies of Bellagio, Caesars, Wynn and the Venetian, we saw F1 cars and dozens of F1 team support personnel dressed in their team uniforms. We did not run into any F1 drivers or team Principals.

Our sons, Wes and Kyle, joined us for the race week. We wandered south along the Strip to the Beerhaus near Park MGM and found a Las Vegas F1 racing simulator sponsored by Michelob available for no cost. Carrie and Kyle had a blast sim racing around the virtual circuit. Kyle was told he had the third best time on the simulator that week! It was interesting to see the faces and hear the voices of tens of thousands of F1 fans, many from Europe, Asia and South America as we walked up and down



Photos by Carrie Neuberger, Pat and Kyle Transue

Left: Our view of the track and the MSG Sphere
Above: Zhou Guanyu race suit
Opposite, top: The main straight prior to the race
Opposite: Sim action at Beerhaus and Kyle standing beside race-worn Yuki Tsunoda suit





the Strip. Based upon the numbers of team shirts and hats it seemed like the crowd favorites were fairly evenly split among fans of McLaren, Red Bull, Mercedes and Ferrari.

Our hotel was inside the track near the end of the main straight. It proved to be surprisingly easy to drive to the hotel using one of the temporary bridges over East Harmon. Getting to our seats was not going to prove to be so easy! Our grandstand was at the opposite end and outside of the track. We would use a Las Vegas race week app on our phones to navigate to the grandstand. The crowd was huge, the atmosphere party-like and volunteers helped everyone to their correct entry gates. The four of us walked up to the gate, digital tickets in hand, and then... I was stopped and told I could not enter with my camera! I had read that professional camera equipment was not permitted, but this was a simple mirrorless Fujifilm camera! After ten minutes of stubborn refusal to allow me in with the camera a supervisor was summoned and

eventually agreed to make this exception. After 35,000 plus steps that day I was not happy about the prospect of walking all the way back to the hotel to dump the camera.

We were seated directly across the track from the MSG Sphere and a jumbotron with a super sharp picture of the race and pre-race entertainment. Unfortunately, our view of the race track turn six was partially obstructed by a pedestrian bridge which resulted in the cars suddenly appearing out of nowhere and blasting by with us barely having the ability to identify the drivers. Other than our obstructed view, other negatives were the start times: midnight for qualifying and 10pm for the race. Those times make for very long days and *it is cold at night in Nevada in November!*

*Above: Turn 14, where Leclerc would make his move on Perez
Below, left: Sphere provided an entertaining backdrop to the race
Bottom, right: Our obstructed view of turn 6*





The track proved to be a hit among the drivers. Even Max Verstappen, who had ridiculed the track and the entire Las Vegas Formula One spectacle agreed after the race that the track was challenging and a very fun drive.

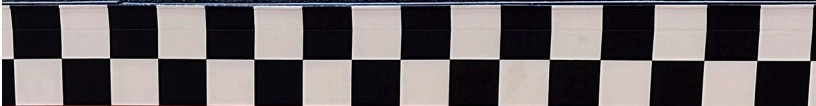
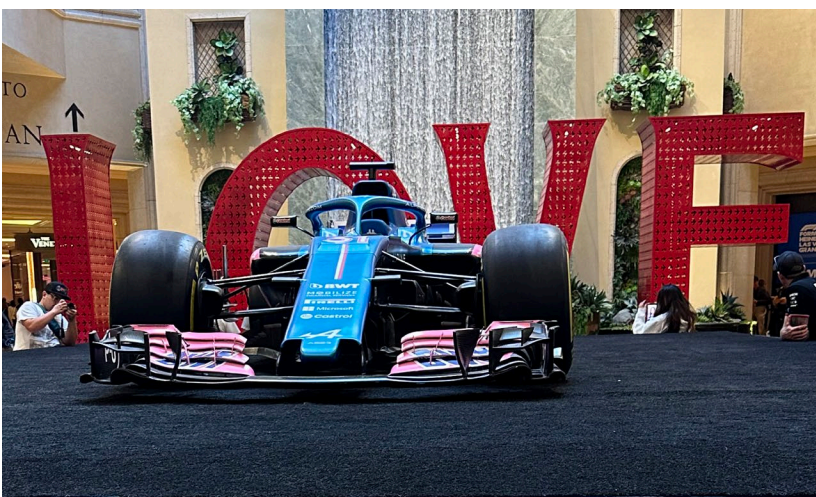
We found the race entertaining. Max did not lead the race from start to finish, and Charles Leclerc led thirteen laps and had a dramatic overtake of Sergio Perez on the final lap of the race to take second place and avoid a Red Bull 1-2 podium.

Considering it was the inaugural Las Vegas race, I think things went about as smoothly as could be expected and I imagine many of the wrinkles will be ironed out in 2024. If you enjoy F1 and appreciate the crazy atmosphere of Las Vegas, I highly recommend adding it to your list of Grand Prix destinations.

Pat Transue



*Above: Charles LeClerc about to pass his image on the Sphere
Bottom, left: Enjoying the pre-race with Carrie, Kyle and Wes
Below: The Venetian had multiple F1 cars on display*



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The 2024 ROLEX 24 (Ferrari GTD Pro Win)

by Keith Rouleau

Photos by Keith Rouleau



The ROLEX 24 is an incredible motor racing event. What began in 1962 as a 3-hour sports car race, then expanded under Bill France in 1966 to a 24-hour endurance race then known as the 24 Hours of Daytona has now become a sports car spectacle that draws manufacturers, teams and drivers from around the world.

Fifty-nine cars were on the grid for this 62nd running of the endurance classic that includes four different classes of cars. The Houston Texas based Risi Competizione Ferrari 296 GT3 competed in the GTD Pro category. The 2023 overall Le Mans winning drivers Alessandro Pier Guidi and James Calado were joined by Ferrari factory drivers Davide Rigon and Daniel Serra who took the checkered flag after 24 hours of hard-fought racing in a very competitive field.

This was Risi's first win as a single entrant and a first with Ferrari after finishing second two previous times. The No. 62 Ferrari next competition is in the grueling 12 Hours of Sebring March 14-16 at Sebring International Raceway in Sebring, Florida.

Keith Rouleau



Photos by Keith Rouleau



*Opposite: Keith, post-race, with class-winning Risi 296 GT3
Above: Winning drivers: James Calado, Daniel Serra, Davide Rigon and Alessandro Pier Guidi
Right: Scenes captured by Keith Rouleau*



Niki Lang, Revving Up the Real Estate Market

Niki is an entrepreneur at heart and upholds integrity as the cornerstone of her pursuits. With a background as a leading sommelier, her dedication to hospitality is always at the forefront. As a managing partner, she went on to spearhead the launch of a groundbreaking DC wine bar, Maxwell Park, garnering regional and national acclaim. Expanding her horizons, Niki transitioned her focus to residential real estate, leveraging her comprehensive understanding of the DMV region to tailor the home buying and selling experience for her clients. Niki co-founded Vin. Vitalité: Women of Wine DC, a non-profit dedicated to empowering women in the wine industry through professional development. Her latest endeavor, DC Motorsport Community, fosters camaraderie and enriching motorsport experiences for enthusiasts. **Niki has built her businesses on client advocacy, because like wine, what grows together, goes together. Connect with Niki to experience D.C. living!**



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Enzo's Birthday Party

by Club Sponsor and Sommelier, Niki Lang

Editor: On Feb 18th, 50 club members gathered at Ferrari of Washington to commemorate Enzo Ferrari's 126th birthday. The event, organized by MAR sponsor Niki Lang (see opposite page), celebrated the food and wine of the Emilia-Romagna region of Italy. Seated among the beautiful Ferraris in the showroom, we enjoyed a three course meal prepared by renowned Chef Matt Adler of Caruso's Grocery, along with exquisite wine pairings selected by Niki herself (who also counts "sommelier" as one of her many talents). Now join Niki as she takes us on a culinary ride through the heartland of Italy, paying tribute to the legendary "il Commendatore," Enzo Ferrari...

As we navigate the dynamic landscape of Italy, our journey begins amidst the narrow curves of the Apennine Mountains. Known as the spine of Italy, they stretch the entire length of the Italian Peninsula, from north to south. The Po River is the other major geological feature. Starting in the western Alps, it's the longest river in Italy and flows eastward across the northern landscape.

Our home base, Autodromo Enzo e Dino Ferrari in Modena, lies beyond the winding roads, nestled south of the Po River and east of the Apennine Mountains. As the saying goes... "ask any Italian where to eat only one meal in Italy, and after recommending their mother's house, they will more likely send you to the region of Emilia Romagna." In a country where every region is known for its food, Emilia-Romagna is considered the culinary apex, often referred to as the breadbasket of Italy. Its capital is called Bologna after all, which translates to "the fat one." Delicacies from this region include Parmigiano-Reggiano, Balsamic Vinegar, Prosciutto di Parma and of course, Lambrusco. As you can imagine, in this region, it is not uncommon to hear the roar of engines along with the clinking of wine glasses.



Photos by Pat Transue and Randy Stone

Above: Niki Lang describes her expert wine pairing to Renee and Trip Whalen

Below, left: The wonderful three course menu of Chef Adler

Let's Hit the Road!

So let's imagine we are stepping into our Ferraris. Buckle up and let's take a drive through the Emilia-Romagna. Our starting point is in Parma, the north west track limits of Emilia-Romagna. We are then traveling south east, making a quick pit stop in Modena, then Bologna, and continuing until we hit San Marino and the Misano World Circuit Marco Simoncelli at the southern track limits of Emilia-Romagna. We then travel about 1 hr south and we're in Le Marche. This is the home of our first wine, Tenuta di Tavignano. The estate sits between the Apennine Mountains and about 20 miles from the Adriatic Sea. The winery was established in the early '90s by a husband and wife team. They are a top producer championing quality for Verdicchio dei Castelli di Jesi Classico, and this wine is a perfect example. It comes from a single vineyard, called "Misco," which comes from the finest 100% Verdicchio parcel. Ondine de la Feld, joined the company in 2014. Her influence has been similar to a lead driver in steering the winery's strategy towards a winning future. She began the conversion of all its vineyards to organic production, becoming fully certified in 2018.

Next Stop

Driving back north, up to Modena, we then head 1 hour north to our next stop at the southern bank of Lake Garda, the largest lake in Italy. Lugana is parked right between Lombardy and Veneto. The grape grown here is 100% Turbiano (Trebiano di Lugana) which is very closely related to the first wine, Verdicchio. The soils showcase densely compacted white clay that form the chassis of the wine, bringing it structure and minerality. The Montresor family has been running Ottella for four generations and are credited with the design and delineation of Lugana, giving it its own geographical identity. The grapes come from their own vineyard, Le Creete. There is a brief maceration on the skins adding to its robust texture. *(continued, next page)*



Enzo's Birthday Party, continued

Box Box!

We're now back at our home base in Modena. Villa Papiano is owned by three siblings that bought the property from their father, but it is Francesco Bordini that is the driving force. With a PhD in Oenology, he converted the estate to organic agriculture and focuses almost exclusively on indigenous varieties and old clones with minimal intervention. Furthermore, he can be considered the technical director of Emilia-Romagna, having led the first-ever soil mapping of the region. Their wines are defined by the estate's high elevation and steep slopes, ancient soils of marl and sandstone, and unique microclimates created by the dense forest that surrounds them. The wine itself, "I Probi" is 100% Sangiovese Modigliana, from a single terraced vineyard located at 1800', the highest vineyards in the region.

The Grand Finale

Let's head back north to Verona, the Amarone della Valpolicella region. This is a very scenic cruise through rolling hills covered with cherry orchards and vineyards. Begali is another father & son tradition, if you catch the theme. The name, "Monte Ca' Bianca," references the chalky, limestone rocks scattered in the vineyards like marble dust. The Amarone name itself translates to the "great bitter one," partially from the grape and how it's made. A blend of indigenous varietals, the grapes have gone through the appassimento process. Picked a bit later in harvest to achieve greater ripeness, the bunches are then spread on bamboo shelving or hung to dry until they lose about 1/3 of their water weight. They are then pressed to make the wine that is aged a minimum 4 years for riserva.

As our culinary road trip comes to an end, let us raise our glasses in a toast to Enzo Ferrari, a visionary whose legacy continues to inspire us to push the boundaries of excellence. From the Apennine Mountains to the tranquil shores of Lake Garda that we explored tonight, we are reminded of the artistry and skill that is the livery of the heartland of Italy. Grazie mille for joining us on this journey. Until next time, cin cin!

Niki Lang



*Above: Eric Tich announcing one of many raffle winners
Bottom, left: Joe Fortner all smiles with his raffle-won Ferrari 328
Bottom, right: Chef Matt Adler of Caruso's Grocery, and Niki Lang, with bottles of the after-dinner drink Enzo's Limoncello
Below: Club members enjoying the evening. This year's event proceeds were donated to World Central Kitchen*



2023 FCA-MAR Holiday Party

by Eric Tich

The members of MAR gathered this past December for our annual holiday party – a chance to mingle with friends and to celebrate our many Ferrari adventures throughout the year.

Ferrari of Washington literally rolled out the red carpet for us, even featuring a giant FCA roundel front and center. The showroom was resplendent in dramatic exterior lighting to commemorate the season.

This year's event, organized by Regional Director Frank Privitera, featured exotic cocktails, sumptuous hors d'oeuvres, and a delicious dinner and dessert buffet. There was live musical entertainment throughout, and even some dancing afterwards. All proceeds from the event were donated to Maui relief after the devastating wildfires last August. In total, FCA-MAR donated over \$6,000 to the Maui Food Bank during 2023, an outstanding outpouring of generosity from our members.

Many thanks go to Will Elliott and his team at FoW for hosting us. The 2024 holiday party is already on the schedule for December 7th – save the date now, you won't want to miss it!



*Above and below: Ferrari of Washington lit up for the Holiday Party and scenes from the wonderful evening
Bottom, right: Jim Dyson remembers his dear friend, and FCA-MAR member, Chuck Leutner*

Photos by Eric Tich and Ferrari of Washington



Corso Pilota, on Ice

by Frank Privitera



Photos by Ferrari North America and Frank Privitera

As some may know Ferrari started their Corso Pilota program about 15 years ago. The program was born out of the desire for many enthusiasts to learn how to properly drive their Ferrari without the cost and concern of driving their own car on track while receiving expert instruction. The program has been wildly successful and has grown into a full ladder system that now includes more and more complicated training up to and including driving on track in the latest generation of Ferrari Challenge racecars. About 8 years ago based on the success of the traditional programs, Ferrari designed a specialized set of Corso Pilota classes taking on winter driving.

The Corso Pilota on ice program was born and began using the 458 coupe on an ice track in Sweden. The program has evolved over the years and last year Santa put the 2024 version under the Christmas tree for me, YIPPEEE!!! Even better the 2024 installment would use the new Purosangue ("Thoroughbred"), Ferrari's first four door, four-seater. This monster vehicle is fitted with an incredible front engine V12 producing 725HP, all wheel drive, all wheel steering, and all new adaptive suspension system that modulates each corner individually.

This year's installment of Corso Pilota on ice took place in the beautiful ski village of Courmayeur, Italy. Nestled in the Italian alps, this snow-covered wonder borders France and Switzerland and was an amazing location to hold this fun and exhilarating event.

*Above: Purosangue carving its way through the ice and snow
Below: Melaine and Frank Privitera with U.S. co-participants*

As with all Ferrari events, most everything was included except airfare. The event took place over three evenings and two days, included our hotel room, dinners and cocktail hours, breakfast each morning, use of their vehicles for the training, and a well-





*Above: Frank, all smiles after a run in the Purosangue
Below, left: Royal Golf Club, home base for this Corso Pilota*

developed driver training program with briefings, exercises, and world class coaches. Our program lead was Finnish professional racing driver and Ferrari 24 Hours of Lemans winner Toni Vilander. Toni and our lead coach Michele Ruggolo were assisted by 8 very gifted racing drivers who have world class backgrounds including multiple drifting and rally car world champions.

Our experience began with a beautiful outdoor cocktail hour in the town square followed by a Michelin star four course meal. It's always important to remember you must be up early for the shuttle to the track in the morning!

Ferrari reserved a dedicated ice track for us to learn on and brought us fourteen Purosangues, some equipped with studded tires and the rest on traditional winter tires. They configured the track in three different ways, changing it over the course of the two days to align with training objectives and driver capabilities.

This course was all about controlled slides, drifting through corners, car control, and controlling vehicle dynamics. To achieve this in the Purosangue we actually had to configure the car to allow us to attempt these maneuvers. Each time we went out on track we would disable all-wheel drive, turn off all traction and stability control, and set the shocks to their softest setting. The goal of the training was to achieve a slide that led to a pendulum swing, meaning you swing the car into one corner and

carry momentum and swing back in the opposite direction for the next corner. This was a very fun and technical maneuver to accomplish. As with all driver training keeping your vision up and looking forward was critically important.

On night two Ferrari hosted an amazing dinner at the top of Monte Blanc and we had the privilege of meeting and having dinner with retired Ferrari F1 driver Eddie Irvine. The meal and conversation was one we will never forget.

On day two of the training Ferrari increased the work load, made the track more complicated and also employed an eye tracking technology where we wore special glasses that tracked what and where we were looking and then they would overlay that onto our in-car video and show us where we were looking vs what they wanted us looking at. It was very beneficial to the training program.

After two days of amazing experiences we assembled for a closing ceremony and received diplomas for our hard work.

This was a wonderful experience that brought in Ferrari owners from all over the US and Europe. Ferrari holds eight of these two-day classes in a single block during mid-January each year with two of the classes primarily dedicated to Ferrari North America clients.

It was wonderful to meet folks from all over the U.S. who shared the passion for Ferrari and were excited to learn these new skills. Some were excited to take what they learned back home and use these new skills on their 488s, SF90s, and other road cars. Many of us were excited to take delivery of our Purosangue so we could continue to enjoy this spectacular new machine!

For those interested in really pushing the limits and increasing their driver skills, I would highly recommend the Corso Pilota program. Stay tuned, in the next issue of the *News of MARanello* my wife Melaine will document her experience taking the Corso Pilota Sport class in Austin, TX at Circuit of the Americas!



Frank Privitera

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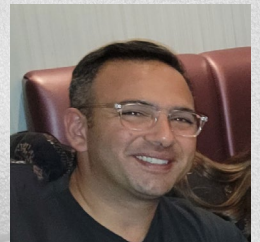


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