

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

MARANELLO

SUMMER 2022



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REGIONAL DIRECTOR'S MESSAGE



Its **Hot Hot Hot.....**

With this Edition of the News of MARanello we see lots of fun, excitement, and HEAT! Let's be honest our cars generate lots of power and that usually means LOTS of heat. I can distinctly remember the mind-boggling heat that used to radiate off the back of my 360

Modena in the summer. I often wondered if it would spontaneously combust, and I was certain I could cook anything on that muffler in a pinch! Much the same, we are living in an incredibly hot car market right now. New cars are still hard to come by with supply chain challenges continuing to cause delays in production and an ever-increasing demand for goods to store value in during



1962
2022



heightened inflation. These market dynamics have certainly been kind to our favorite marque. The last two years have proven to be an amazing time to own and drive a Ferrari, as in most cases you could do so for free and in many cases at a profit. I like to always think of these amazing pieces of art as a transcendent multidimensional experience. You get the great joy of owning and using this machine and for me just breaking even financially is an absolute WIN. Like any market this will eventually adjust and you haven't lost or made money until you sell, but if you put your primary focus on enjoying your car I think you'll be happiest in the end. What will happen in the car market next quarter, next year... who knows? What I do know is that having amazing experiences with all of you, enjoying these incredible machines is the best part of ownership. I encourage all of you to keep enjoying your cars, joining us at these amazing events, and demonstrating the passion we all share as Tifosi!

Forza Ferrari!

Frank Privitera

NEW MEMBERS

A warm welcome to the following new members:

Justin Bajko, Manassas, VA
Rick Barker, Danville, VA
Mark Beck, Glen Burnie, MD
Robert Bennett, Roanoke, VA
Jim Brown, Gambrills, MD
Danial Danish, Ashburn, VA
Bonnie Davis, Fairfax, VA
Joe DiGirolamo, Charlottesville, VA
Riley Dove, Westminster, MD
Jacqueline Dris, Washington, DC
Robert Hansin, Suffolk, VA
Luis Herrera, Burke, VA
Robert Kidder, Roanoke, VA
Brendan Miller, Vienna, VA
John Mills, Great Falls, VA
David Perkins, Pasadena, MD
Anthony Pineda, Ashburn, VA
James Reese, Winchester, VA
Konzolice Richardson, Herndon, VA
David Snyder, Lewisburg, WV
Deep Sran, Reston, VA
Randel Stone, Port Tobacco, MD
John Swingle, Washington, DC

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Editor's Note:

Notice a change to the front cover of News of MARanello? Thanks to help from my graphic designer son, Kyle, we have a fresh new graphic. We hope you like it!

Pat Transue

NEWS OF MARANELLO, VOLUME 8, NO. 2

FRONT COVER: FCA-MAR member cars parked after a thrilling rally to Mont-Tremblant during the Canadian GP weekend.

Photo: Pat Transue

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EVENTS CALENDAR

Saturday, July 9, 2022 **FCA-MAR Virginia Rally and Picnic**

Join us for a fun rally on back roads in Northern Virginia followed by a family picnic in Clifton, VA! Our host will be FCA-MAR member, Christopher Reiter, and the catered picnic will be sponsored by KENNETH COBONPUE, www.kennethcobonpue.com.

Contact Lashdeep Singh to register: Lashdeep.Singh@fca-mar.com



Saturday, July 17, 2022 **Flying Circus Airshow, Bealton, VA**

We'll meet up for a no-host lunch from 11:00AM-12:30PM at 2 Silos Brewing Company in Manassas, VA, then embark on a spirited romp through winding country roads to join the Flying Circus Airshow

Contact Vince Dova to register: vhdova@outlook.com or 850-776-2298.



August 5-8, 2022 **Gran Turismo d'Appalachia Festa Sessant, Wisp Resort**

Join the FCA-MAR for a weekend of fun and adventure in and around the beautiful Appalachian Mountains. This year, we will be celebrating the 60th Anniversary of the FCA with our usual array of good food, great people, and amazing country roads!

Contact Eric Tich to register: Eric.Tich@fca-mar.com



Sunday, September 11, 2022 **Fall Autocross, Summit Point, WV**

The autocross will be conducted at Summit Point Motorsports Park, WV, and will provide an ideal venue for you to safely explore the limits of your Ferrari. As this is considered a low-speed event, no special car preparation is required. *See p. 10 for more info on our autocross events.*

Contact Lashdeep Singh to register: Lashdeep.Singh@fca-mar.com



NOTE: Event details are subject to change. Please check email and FCA-MAR website for updates!

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Indoor Concours



Our Mid-Atlantic Region began this year's something-for-everyone series of events on March 19 with a well-attended Indoor Concours (really a Cars & Coffee; there wasn't any judging) at Lashdeep Singh's first rate car storage facility in Essex in south-east Baltimore. Attendees were treated to breakfast nibbles and a varied collection of Ferraris spanning over a half century of the company's production.

The youngest of the 25 or so cars was Ted Geovanis' new 2022 SF90 Stradale that has more in common with the Space Shuttle than it does with its kin from Ferrari's first few decades of production. The SF90 is the company's first Plug-In Hybrid Electric Vehicle (PHEV) and has a total of 986(!) horsepower (and 590 lb-ft of torque) from a 4.0-liter twin-turbocharged V-8 engine and not one, not two, but THREE electric motors. Two of the electrics are on the front axle. The third is in the rear between the internal combustion engine and gearbox. This is also the first mid-engine Ferrari with all-wheel drive. Performance is, to say the least, adequate. Car and Driver magazine recorded a 0-60 time of 2.0 seconds and estimated 5.0 seconds for 0-100 mph. Blink twice and you're into triple digits in this car. Reviewers report that cargo space is very limited, though. Oh, the horror!



*Above: Gorgeous 456s frame the Ferrari lineup
Left: Ted Geovanis introduces us to his spectacular SF90
Opposite, top: Don's Silawsky's drop-dead gorgeous 365GTC
Opposite, top: John Lyon's impressive 1993 512TR
Opposite, Bottom: Mike Gerardi and Nina Sheehan's 2005 575 Superamerica*



Looking terrific in its classic Rosso Corsa paint was John Lyons' 1993 512 TR. A frequent participant in MAR events, John does not have to be encouraged to drive his Ferraris. He does, and a lot! His 512 TR is the successor to the Testarossa that was the mid-to-late 1980s poster car on many Gearheads' walls. Although outwardly visually similar to the Testarossa, and with the same size (4,943 cc.) longitudinally rear-mounted dry sump 180 degree flat-12 engine, the 512 TR has many significant modifications and improvements. These include larger intake valves; new cylinder liners, air intake, engine management and exhaust systems; a new clutch; larger front brake rotors; larger diameter wheels; quicker steering; new shock settings; and a revised engine and gearbox position that improved the handling and driving effort. The interior of the 512 TR was also upgraded from the Testarossa's. John has said that the 512 TR was the realization to a childhood dream, and that he gets more enthused about it each time he drives it

Bringing up the bottom of the age list at Essex was my 53-year old 1969 365 GTC. With 168 built in just that one model year, this was Ferrari's "Gentleman's Hot Rod" after an engine swap (420 more cc's) to the venerated 330 GTC. With its classic front-mounted V-12 motor, beautiful Pininfarina body design, svelte lines, plentiful torque, supple suspension, light controls, good luggage capacity, and great visibility in a surprisingly small package, the 330/365 GTC has been called "...one of the finest all-around Ferraris built."

With fewer of these old(er) Ferraris showing up at events these days, I was happy to have the 365 GTC in its rare Azzurro Hyperion paint at Essex as an example of the marque's "Enzo Era" street models that helped put the company on the map.

Donald Silawsky



Virginia Historic Tour

March 26, 2022



Words by Joe Fortner

A pretty spring day in Tidewater Virginia is as pretty as a day can get. Unfortunately, high winds, even expectable seasonally high winds can put a damper on the beauty of the day. Nevertheless, on such a windy day, Saturday, March 26, Kathie and I ran FCA-MAR's annual Virginia Historic Tour. A group of 12 Ferraris and one Lotus along with 24 Ferrari enthusiasts gathered at an auto service area on Virginia Route 5, sometimes referred to as the "Plantation Highway," for pre-tour socializing and administrative requirements.

After departing the start point, we enjoyed a scenic drive down Rt 5, through Charles City and James City Counties and into Historic Jamestown. Jamestown is partly controlled by Preservation Virginia and partly controlled by the US National Park Service. A few of us already had National Park passes and several of the participants acquired them at the entry point to the Park.

*Above: Tour participants parked along the James River
Below: The choppy ride visible in the photo of the ferry crossing*



Photos by Bill Proctor

Jamestown is the site of the first English permanent settlement in North America. On May 14, 1607, a group of roughly 100 members of a joint venture called the Virginia Company founded the settlement on the banks of the James River. Famine, disease and conflict with local Native American tribes in the first two years brought Jamestown to the brink of failure before the arrival of a new group of settlers and supplies in 1610.

Tobacco became Virginia's first profitable export, and a period of peace followed the marriage of colonist John Rolfe to Pocahontas, the daughter of an Algonquian chief. During the 1620s, Jamestown expanded from the area around the original James Fort into a New Town built to the east; it remained the capital of the Virginia colony until 1699.

Our group spent a while touring the colony. Mercifully, the sunlight and mild temperatures continued. Unfortunately so did the wind; many of us abandoned the walking tour of the colony because of it. We slowly reassembled in the parking lot, which was surrounded by trees and was a bit protected from the wind.

As is usual in the Historic Jamestown parking lot, there were numerous cars with bike racks on them. A lot of people ride bicycles throughout the park's roads and there was a number of them out and about, despite the wind. A woman standing alongside her fancy, many-speed bicycle asked me, "Are you guys a Mustang Club; are those cars all Mustangs?" I gently replied, "No ma'am, they are all Ferraris." Her husband muttered, "Vast difference." The woman readily admitted that she did not "know cars." I was not entirely sure the word "Ferrari" even registered on her awareness, but she did, most assuredly, confirm that she did not "know cars."

We departed, in convoy, for the drive to the Jamestown Ferry and ultimately to The Surry Seafood Company restaurant for lunch. The Jamestown Ferry crosses the James River from Jamestown to Scotland Wharf on the Surry County side of the river. There is no toll and the ferry provides a very scenic 30 minute trip across the river. It provides a spectacular view of the Jamestown Colony.



On this day, however, the winds continued generating nearly two foot seas with heavy whitecaps on the river. A few in our group were quite concerned about the trip across. Despite their concerns, we embarked on the Pocahontas, a large ferry boat with capacity for 70 cars; it was full as we crossed. It was bobbing a bit while at the loading ramp, but once we departed the ramp, the boat ride was surprisingly stable. We crossed safely, debarked at Scotland Wharf, and proceeded a couple more miles to the Surry Seafood Company restaurant.

The Restaurant sits on the bank of Grey's Creek, just a bit upstream from where it empties into the James River. The view across the creek and the surrounding marshes is spectacular. And so is the food. The full menu was available and the restaurant deployed about a half dozen waitstaff to take care of our group. No one seemed to be at all unhappy or disappointed with the food or the service.

When we finished lunch, the tour was officially over and from the restaurant we - dare I say it? - scattered to the four winds - another Virginia Historic tour successfully completed.

Joe Fortner



Left: Virginia Historic Tour participants anxious to get out of the wind and ready for lunch at The Surry Seafood Company!

Spring Autocross

April 10, 2022



Words by Eric Tich

Turn 11 is a sweeping double-apex 180-degree left-hander, and it's the fastest turn on the course. Approaching at high speed, I brake sharply and turn into the first apex to get the car rotating. Passing the first apex I'm back on the throttle and accelerating. The car settles into a nice four-wheel drift, swinging out wide and then back in to clip the second apex. I turn gently to the right and accelerate out onto the following short chute. And as I'm driving through this section of the course for about the 20th time of the day, I'm thinking, "I've owned a Ferrari for 15 years – how is it that I have I never done this before?"

Eric Tich



Photos by Kevin Linde

The FCA Spring Autocross, held April 10 at Summit Point, was the first time I had ever driven my Ferrari on a track of any kind. But you can rest assured it will not be the last. The event was a total blast. It was easy and approachable for beginners and at the same time rewarding for seasoned veterans.

About 30 FCA members and friends attended the event, which took place under cloudy skies with unseasonably cold temperatures. Coats, hats and gloves were definitely the order of the day, but that didn't put a chill on our enthusiasm. Adding to the fun, we also had a crew from Motorweek in attendance filming for an upcoming segment. (You can view the finished segment at https://www.motorweek.org/features/over_the_edge/autocrossing – do you recognize anyone?)

The autocross course was set up in the section of Summit Point Motorsports Park known as the Washington Circuit. This area is really just three giant skid pads joined with connector roads, but because the layout is so flexible it's perfect for karting, autocross and specialized driver training. There is also a nearby classroom building and we were all grateful for the opportunity to duck inside to warm up.

The course for our event was marked out with orange cones – lots of them! – but the course was easy to follow and there was no danger of damage if you hit a cone (to either the car or the cone). The course had 16 turns, and other than the standing start was run entirely in 2nd gear. Top speed was around 55 to 60 mph (I'm not exactly sure – I never looked down at the speedometer), and it took under a minute to run through the course. Electronic timing beams were set up at the start and finish lines, with a large display to show your elapsed time (to the hundredth of a second) after each run.

FCA partners with the BMW Car Club of America to run this event, and in reality, the BMW reps do all of the work. All we had to do was show up and drive. Unlike a typical autocross event, we didn't have to do any work on the course (like flagging or resetting cones), and we were able to run the course as many times as we wanted. Many people were able to get in 30 runs or more over the course of the day, vs. the 4 to 8 runs you might get in at a typical autocross event.



Above: Curtis Campbell enjoying the challenge in his 360GTB. Like Eric Tich, Curtis' first time at an autocross!

Here's how the day went... We arrived at 8:00 am, and the helpful folks at the Summit Point main gate directed us to the Washington Circuit, where we found coffee, hot chocolate and a continental breakfast waiting for us. Each car was then put through a very brief tech inspection. Since autocross is considered a low-speed event, there were no specific requirements for car prep – basically, if you were able to successfully drive your car to Summit Point, you would be OK. Then we had a short drivers' briefing, and the instructors led us on a track walk to learn the nuances of the course. After that, the track was open for business.

The first run block lasted from 9:30 to noon. Early in the session, when everyone was running, there was about a 10-minute wait between runs. Towards the end of the session, with fewer cars in queue, we were able to do successive runs with almost no wait. At noon we enjoyed a catered lunch in the classroom building, and we were all grateful for the break and a chance to warm up. The afternoon run block lasted from 1:00 to 4:00 pm. We wrapped up the day with a beer/wine happy hour (again in the classroom building), enjoying newfound friendships and plenty of track talk.



*Above: Tim Schmidt attacking the course in his 360 Spider
Left, bottom: Eric Tich in his 360 Spider aggressively navigating the course*



Above: Frank Privitera piloting his 488 Pista (or is it Lexi driving?)

Spring Autocross (continued)

A key feature of the FCA autocross was the instructional opportunities, and since I was a newbie I took advantage of all of them! I rode as a passenger with an experienced autocrosser in their car to get an idea of the flow of the course and what it felt like at speed. I took to the course driving my own car with an instructor riding along, with instructional discussion between runs. Later in the morning, after I felt much more comfortable on the course, I asked an instructor to ride along again and this time the instructor was able to provide some very specific feedback to help me go faster. I also rode along with the instructor driving my car so I could get a feel for exactly what my own car was capable of.

The goal of all of this was not to be faster than anyone else, but simply to try and improve for each successive run. Over the course of the day, I was able to shave more than 10 seconds off my run time, which felt like a true accomplishment.

Overall, I can't recommend this experience highly enough. If you enjoy driving, you will enjoy the autocross. If you're a first-timer, there are even loaner helmets available, so there really is no excuse not to get out and see what your Ferrari is capable of. Our next autocross is scheduled for September 11. What's stopping you?

Eric Tich

Editor: Our autocross events are open to non-members and we welcome all makes of cars.

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David Wheeler, Anne Owen Update



Anne and David

Greetings from sunny Somerset! Well, it's a beautiful day today, temperature in the high 70s, a light breeze and a few fluffy clouds. English weather at its best but I'm sure it won't last.

Your editor asked me to give a brief update on how things are going on the other side of the Atlantic, so here goes.

We arrived in London on January 25th and moved into a small rented cottage in a stable yard on the borders of Somerset, Wiltshire and Dorset, in the south west of England. This was approximately in the middle of our house search area and we were lucky enough to find a house we liked, almost straight away. It's not at all what we had envisaged when we set out on our search, maybe an older house in a quiet country lane. Instead we have bought a modern 5 bedroomed house, with all conveniences on the edge of a pretty village which has two pubs we can walk to. And a decent sized (for the UK) double garage.

The buying process was interminable but we were expecting that and we finally received the keys at the end of April. We spent a few days painting key rooms and having new carpets fitted and then our furniture started to arrive on May 3rd. This was a pretty traumatic experience. Our items had obviously been loaded and unloaded several times in transit and eventually arrived in 5 separate trucks. We began to unpack and found item after item had been broken or damaged. We lost count when we reached over 40 items. Our complaints to the international moving company were met with, "put in an insurance claim" so it appears that this level of damage is nothing unusual! The insurers are, of course, are nickel and diming every item but we'll get there in the end.

Meanwhile we are settling into the house and importantly, the garage is cleared to accept the cars. We decided that our 250 GTE (s/n 2713) had to come back to the UK with us but we sold the other 3 Ferraris, as having more than one LHD car didn't seem to make much sense over here. The promise was, that I could have another RHD Ferrari to make up for the 3 that were sold!

The arrival of 2713 was another saga but it at least arrived undamaged, on March 31st., having left Virginia on December

20th. I decided to have the car completely "gone through", after its 3 months in a container, by a trusted shop here in England and also had their detailer give it some attention. The result has been a great success, it looks stunning and drives beautifully (for a 60 year old car). The icing on the cake was that we were able to join a weekend gathering of GTEs in the Cotswolds in May. A caravan of 15 GTEs is quite a rare sight! (See <https://youtu.be/LYsdZAc9Z50> for video of the event.)

So, you ask, what about the second Ferrari? We had much enjoyed our brief time with the FF in Virginia and decided to go one better and buy an F12, same generation but lighter and more powerful. Coincidentally, it's the same color, Grigio Silverstone as the FF but has an Iroko leather interior. I also managed to buy a very appropriate license plate for it and we are enjoying getting to know this awesome machine. Dan Smith gave it a thumbs up on his visit to Goodwood.

We are certainly missing seeing all of you and are watching the event announcements with some sadness as we're sure they are as enjoyable as ever. You have a great leadership team in MAR. Please get in touch if you are planning a trip over here and we'll buy you a pint of proper English beer! The email is the same: wheelerdf@aol.com and the phone number is +44 7389 794526. Very best wishes,

David and Anne



GTEs



Dan Smith & David

Virginia Spring Tour

April 23, 2022



Words by Pat Transue

What began as a cloudy, chilly spring day in Northern Virginia turned into a glorious day to enjoy a spirited romp through the back roads of Loudoun County!

FCA-MAR Sponsor, D&V Autobody of Sterling Virginia hosted the start of the rally, providing breakfast snacks and drinks, along with a tour of its facility. Kevin Maharaj, owner of D&V, gave us an up-close look at their specialized equipment and an overview of the unique requirements of repairing collision-damaged exotics. The shop had a wide variety of cars in midst of repair – many Ferraris, Porsches, Teslas, Lambos, etc. Maybe not inspirational to those of us about to take off on our rally, but a good reminder of how things can go badly in an instant!

Eric Tich mapped out a wonderful route, taking us from Sterling, following lightly trafficked back roads towards the Blue Ridge, ending with a satisfying lunch at Ciao Osteria Italian Restaurant in Centreville, VA.

Left: Photo by Sonja Tepley

Below, the unfortunate meeting of Ferrari convoy and outdoor funeral ceremony!



Photo by Carrie Neuberger



Photos by Bill Proctor

Approximately thirty cars joined the tour, including Shane Sonneveldt's 1979 512BB, Ray Baxter's GTC/4 and a variety of 360s, 430s, 458s, Maranellos, a California T, and in almost every conceivable Ferrari color.

This made for a gorgeous procession of cars, stopping startled pedestrians, traffic and even an outdoor funeral as we rounded a curve outside Purcellville! Notice the photo (see lower left) of the man giving Mike Tepley the evil eye as he drives as slowly, and as quietly as is possible in his BRUTL 430!

One member of the congregation video taped us as we passed, so not all were in disapproval!

Pat Transue

Below: Good food and great conversation at Ciao Osteria, Centreville, VA

Above: Tour launch point - FCA-MAR Sponsor, D&V Autobody, generously provided breakfast and a tour of its' impressive facility (above left)



Photo by Pat Transue

Above: Another strong turnout of FCA-MAR members on a chilly spring day

Below: New members, Luis Herrera and Giselle Villalobos with their pretty California T



Photo by Eric Tich



Photo by Pat Transue

A Unique Ferrari 308GTBi

By John Muller


Intro by Ron Johnston: I met John Muller at the Treasured Motorcars open house event a few years ago and the more I learned about his black 308 GTBi, the more I thought it would make an interesting article for the Ferrari Club's newsletter. Enjoy his story.

Over the years, it seems every model of Ferrari has a few rare cars within its production run, such as a rare color combination. But I believe my 1980 308 GTBi truly is a "one of one" car.

1980 was a transition year for the Ferrari 308 model as they replaced the carbureted car design with fuel injection. Ferrari built a total of 12,143 of the 308 cars over eleven years ('75 to '85). The total production of 308s for 1980 was 1,685 units of which only 53 were fuel injected. Of the 53 fuel injected cars, only 24 were the fixed-roof GTBi model (the other 29 cars were GTSi models). Only 6 of the 24 coupes made in 1980 had black (Nero) exteriors, and my car was the only one with a matching black interior.

I am convinced my car occupies a small niche in Ferrari's history in that it was selected from the assembly line to explain the new VIN system (factory bulletin SB 00-6, see photo). The VIN number in the bulletin is ZFFAA01A1A0021371, but no 308 GTBi or GTSi had a VIN ending in 21371. It stands to reason the car described in the bulletin was, in fact, my car with VIN ZFFAA01A7A0031371, as this car was completed in March of 1980 and matches the description in the service bulletin published March 7, 1980.

I found my rare 308 GTBi in 1985 at Newport Imports of Newport Beach, CA while searching for black 308 coupe for an associate to buy. As luck would have it, my associate was unable to buy it so I decided to purchase it (June 14th). During the ensuing 37 years of ownership, I had the car stripped, rust-proofed and refinished (1987) with seven hand-rubbed coats of enamel done in Ferrari Nero. I also had the seats reupholstered with



Ferrari

Service Bulletin

SB 00-6
7-3-80

SUBJECT: NEW VEHICLE IDENTIFICATION NUMBER

VEHICLES: 1980 308 MODELS

SERIAL NO.: Starting with Serial No. 31309

REISSUE OF TECHNICAL INFORMATION NO. 361,
DATED 2/14/80

GENERAL INFORMATION

In compliance with Federal Regulation, FMVSS No. 115, 49 CFR 571.115, a new method of reporting the vehicle identification number has been adopted for the 1980 models.

The new number is made up of 17 digits which are subdivided into three sections. The new designations are attached.

the original leather pattern and replaced the headliner (2015). New Michelin XWX tires were added and the 14" Campagnolo wheels were refurbished in 2016. Major services and regular maintenance were only done by certified Ferrari authorized shops.

In October, 2019, a burst water hose unfortunately overheated the engine and warped the heads and block. I took the car to FCA-MAR sponsor, Treasured Motorcars in January of 2020 to have the engine removed and sent out to be rebuilt by FCA-MAR sponsor, Rosso Service. While the engine was out, I decided to rebuild the car's suspension and refurbish the following: cooling system,

transmission, clutch, electrical system, A/C, Alpine radio plus fix a few other items. The engine was finally returned to Treasured Motorcars and the car was reassembled by the end of April of 2022. Many thanks to Treasured Motorcars for the quality work done, and for how well the car now performs.

My car has been restored to like-new condition. but at age 86 I find it harder to egress. So, it's time to consider parting ways with this wonderful car. If you have serious interest in this special Ferrari, I can be reached at 410-257-3572 or by email at joje34@verizon.net.

John Muller



Words and Photo by John Muller

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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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2022 Pennsylvania Concorso Ferrari

The annual spring Concours d'Elegance sponsored by the Ferrari Club of America's Penn-Jersey Region has always been a favorite event. With 98 Ferraris on the show field at the Normandy Farm Hotel & Conference Center in Blue Bell, Pennsylvania (an easy 150 miles from the DMV), this year's event continued the tradition.

All of the Enzo Era cars were parked together. There were three 275s, three Daytonas, a 365 GTC/4, a couple of 365 GT 2+2s, a 250 GTE(?), my 365 GTC, a number of 246 Dino Coupes and Spiders, and scores of newer Ferraris spread over the large paved lots. From schedule to judging to Mercato (bourbon tasting, anyone?) to award banquet, this is a very well run event.



Words and Photo by Donald Silawsky

Treasured Motorcars Spring Open House



Photos Bill Proctor

Above: Car enthusiasts from multiple states converge on Treasured Motorcars for their Spring Open House

Right: Eric Tich, Allison Griffiths and Ron Johnston enjoying the beautiful day and popular event

It was a fun time at the Treasured Motorcars Open House event this Spring on April 30th. Several MAR members arranged a drive to the event held in southern Pennsylvania with a few Ferraris traveling from as far away as Northern Virginia.

Treasured Motorcars is a large car repair and restoration shop that hosts an Open House event twice a year. Both inside the shop and outside in their parking lot,

a wide variety of classic, modified, and exotic cars can be seen. It's a full day of visiting with friendly car people.

The owner of Treasured Motorcars is Allison Griffiths and she is a terrific host for these well attended events. A long time sponsor of the FCA-MAR, it is always a pleasure to visit TMC and catch up on their latest car restoration projects. Their next Open House event is scheduled for Saturday, October 1st.



Words by Ron Johnston

Ferrari of Washington Cars and Coffee

April 30, 2022



Words by Jason Angerosa

Photo by Kevin Linde

On this morning a small cadre of Ferraris left Katie's In Great Falls at quarter to 9:00 and headed out west to FCA-MAR Sponsor, Ferrari of Washington. This was FoW's first Cars and Coffee of the year. There are 20 spots in the front of the store reserved for Ferraris. When we arrived, we were directed up front while non-Ferraris parked along the side or in adjacent lots. In typical Ferrari style the event was catered, complete with DJ, chocolate fountain, and individually-plated small bites. On this day there were roughly 20 individually owned Ferraris in attendance which filled the front parking in the first 30 minutes. Maserati of Washington shares the property and had some interesting cars of different marques on display as well. The event was well attended with approximately 200 people including the usual paparazzi and FOW staff.



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Old Town Festival of Speed & Style



The Old Town Festival of Speed & Style was held on the weekend of May 21 and 22 in the Potomac waterfront city of Old Town Alexandria. This beautifully choreographed event brought together a wide array of cars from all over the world on a beautiful weekend in a fun-filled setting.

The event began with a formal gala -- the High Octane Ball -- on Saturday night. The gala was held in the working garage bays of Yates Automotive, a highly respected automobile service center for all models and makes of vehicles from any vintage. This unique setting put all attendees into the proper, internal-combustion-chamber spirit. Attire was Black Tie, racing attire, or vintage 60s (think Jackie O and pillbox hats). The food was delicious, the music

entertaining, and the live auction robust. There was even an on-site torcedor rolling fresh cigars for the naughtier attendees.

The Concours itself was held on Sunday from 10 a.m. to 2 p.m. (wisely abbreviated from the original 3 p.m. end time by the judges in light of a worrisome weather forecast; but as it turned out, the day was nothing but blue skies and balmy). There were approximately 100 carefully selected cars on display, ranging from supercars, like the Aston Martin Vanquish, to microcars, like the diminutive Nissan Figaro that was spirited into the U.S. after reaching the magic 25-year mark, and from European exotics, like the rarely seen Ferrari 365 Berlinetta Boxer, to American Muscle Cars, like the Oldsmobile 442. Several mid-to-late 60s Corvettes were on

hand, along with two rarely seen sports cars -- an Allard J2X and a sensationally restored Devin. A brace of vintage motorcycles rounded out the vehicle displays.

But the motor vehicles were only part of the fun. Live music is always an integral part of Speed & Style, along with



Old Town Festival of Speed & Style (continued)

numerous vendor and sponsor displays. And the the City of Old Town Alexandria is an ideal setting for the Concours, especially if one's spouse has less interest in cars than you do. Within walking distance of the Concours are scores of world-class restaurants, boutiques, clothing stores, wine stores, ice cream shops...you name it. There is never a dull moment in Old Town.

Many thanks to Rick Myllenbeck, Bill Laux and their team for arranging such a wonderful event in support of three charities, the USO Washington-Baltimore, Alive! and the Campagna Center.

And congratulations to the Concours winners: (this list reflects the diversity and quality of the cars in the show)



Grand Touring Award: 1964 Porsche 356 SC of Ken Georgi
Rolling Sculpture Award: 2006 Ferrari F1 430 Spider of Mark Abrials
Spirit of the Road Award: 1962 Jaguar E-Type Low Drag Coupe of Dr. Steve Davison
Timeless Elegance Award: 1960 Porsche 356B Cabriolet Super 90 of Jimmy Haddis
Spirit of Le Mans Award: 1967 Porsche 912 Roger Bresnehan
Wickedest Cool Award, Modern Category: 2006 Mercedes McLaren SLR of Eric Zausner
Fabulous Spokes Award (Motorcycle): 1963 BSA RG5 of Doug Dowling
Founders Award, Presented by Sonoma Cellar: BMW 2.8 SC of Dr. Jim Sprague
Spirit of Style Award, Presented by Burk & Herbert Bank: 1952 Allard J2x of Bob Luther

Last but not least, thanks to the judges -- Ralph Berthiez, Harrison Platz, and *FCA-MAR members David Olimpi and Lashdeep Singh* -- who put in so much time and effort to evaluate these spectacular machines.

Steve Schuh



Notes from the Editor:



Are you reading this magazine, but **not a member of the Ferrari Club of America**? We would love to have you join the FCA, and participate in events like the ones documented in this issue.! No Ferrari? No problem! We have many members that enjoy our events with a wide variety of other automobile makes.

To join, visit: www.ferrariclubofamerica.org

The FCA-MAR Events team is always looking for help. Whether you are interested in organizing your own club event or helping facilitate an event that's already planned, please let us know! Working behind the scenes is a lot of fun and a great way to get to know more people in the club.

Contact Lashdeep Singh (lashdeep.singh@fca-mar.com) or Eric Tich (eric.tich@fca-mar.com).

Maryland Horse Country Tour



Photo Kevin Sims

Words by Marlon Maragh

“Wow! You’ll really go with me?!” That was my reaction after asking my eldest daughter if she would join me on the FCA MAR Maryland Horse Country Tour on June 4. This was going to be her very first Ferrari drive at 12 years old. I had been waiting for this moment. We picked out outfits and prepped the Pista the night before. What was I doing when I was 12? Certainly not anything like this! Anyway, I digress....

It was a beautiful Saturday morning when we suited up and headed out at 8am to Lashdeep’s climate-controlled storage garage (aka man cave), the location for the start of the event. This would be my first time seeing it, and I was looking forward to it. I often looked over at my daughter and saw that she wasn’t on her phone. I was amazed! She was enjoying the experience. Before long though, she was asleep. Her sleep the night before was shortened by anticipation and excitement, so it was good that she slept before we got there.

When we reached the meeting point, Lashdeep opened the garage, and we saw club members relaxing inside. They were chatting while enjoying snacks and refreshments that were available for us. We pulled in and parked in a row of other Ferraris. My daughter had asked if she could tell everyone what nice BMWs they had. Hahaha jokester! We got out and mingled for a little while before we all gathered to hear the event details. During that down time, we admired some of the other interesting

cars: some covered and some uncovered. Soon we were firing up the cars. In the enclosed garage, they sounded awesome – goose bumps awesome to any car enthusiast!

We reviewed our mapped route and then drove through some winding roads towards Rosso Service, one of our club sponsors. I realized that I didn’t have my usual navigator, so I showed my daughter how to use Google Maps with waypoints and she quickly caught on. We really enjoyed the scenery and, of course, the sounds of the cars when we had some moments of spirited driving.

When we reached Rosso Service, some of the employees were there to greet us, and we lined the cars up in the parking lot. My daughter took the opportunity to take a few photos of us and the cars. We then went inside where there was a variety of Dunkin Donuts and pastries that no sweet tooth could pass up! We got a tour of the facility and learned quite a bit about the shop and its partners who were there to talk about their services. A couple Lamborghini Diablos on lifts caught my eye. They then announced winners of the raffle that we all entered upon arrival. “Hey John, how many times are you going to win?!?”

Above: Marlon’s awesome 488 Pista

Below, left: Scott Lankford, Rosso Service

Below: The group ready to tackle horse country!



Photos Bill Proctor

Maryland Horse Country Tour (continued)

We got back into our cars and fired them up again. The elation never gets old. Will the feeling be the same when the younger generation gets behind the wheels of their electric Ferraris? We were off again to explore more beautiful, scenic back roads of Maryland on our way to Facci restaurant in Ellicott City. My daughter truly learned the meaning of back roads on this drive and got a sense of why I enjoy doing these events.

Facci is an Italian restaurant where we further reveled in the company of the group and enjoyed various dishes in a delightful ambiance. We reminisced about some of the cars of the past, expensive and inexpensive, foreign and domestic. I'm sure we'll all be scouring the used car sites after this lunch! We finished our meals and quickly gathered outside to take a group photo. We always need to capture these moments!

On our way home, my daughter and I talked about what we enjoyed the most about the day. She was amazed by the different eras, styles, and details of the Ferraris, in various colors and engine configurations, which make them so unique. She was able to travel through other parts of Maryland that she had never seen before. I asked her if she would want to attend another event like this and she quickly and emphatically responded "Yes!" My daughter caught the Ferrari bug. Should I really be surprised?



Photo Kevin Sims

Marlon Maragh

Formula 1, Canadian Grand Prix - June 16-20

The FCA-MAR Trek to Montreal was not one event - it was about 15, and each truly a special experience. I hope you enjoy reading the personal accounts of the four day adventure, from John Mele's overview of the weekend, to Mike Tepley's and Karen Hayes' accounts of the 'Leesburg Group' and its journey to Canada, and Dylan Adeli's experiences at his first Grand Prix weekend. Thanks to everyone who contributed to this issue of *News of Maranello!*

Editor



Photos by Pat Transue

Formula 1, Canadian Grand Prix - June 16-20

Weekend Recap...

Words by John Mele

When Michelle and I first joined FCA and began attending events with MAR, it was clear that the legendary Montreal F1 trip organized by Lashdeep Singh was something we could not afford to miss. Lashdeep did not disappoint; his meticulous preparation and passion for this trip was evident, not to mention 20+ years' experience fine-tuning the itinerary. All of this effort and experience created an extremely well curated trip for all to enjoy.

The 36 attendees were the perfect mix of Canadian Grand Prix veterans as well as first-timers. The group bonded immediately and enjoyed its time together throughout. The 15 exotics in our group made for fun caravans, spirited driving, and eye candy for the fervent car fanatics of Montreal. A few highlights:

Our group drive to Mont-Tremblant might have been the most fun I've ever had in my Ferrari - a scenic and spirited route that was perfectly accompanied by the symphony of our 15 cars carving through the mountains and along the lakeside.

I think it safe to say that none of us will ever forget our dinner on Saturday in Chambly at Tre Colori. It's always fun to see the passion for the history of Ferrari in our membership, but the owner of this restaurant might have us beat! He was so tickled to host us and have our cars on display. We had a lovely time, lots of laughs, delicious food, and great live music.

Sunday provided a picture perfect race day. A Ferrari podium made for a fitting end to a great race. Afterward, we walked the track at Circuit Gilles Villeneuve then met up after the race for some fun at Le Zone Heineken with DJ Alesso providing the entertainment. We capped our trip by sharing another great dinner together in the Old Port.

As a first time F1 racegoer, I can not imagine a better way to be introduced to the sport. I highly recommend this trip to anyone considering it for 2023 and beyond!

John Mele

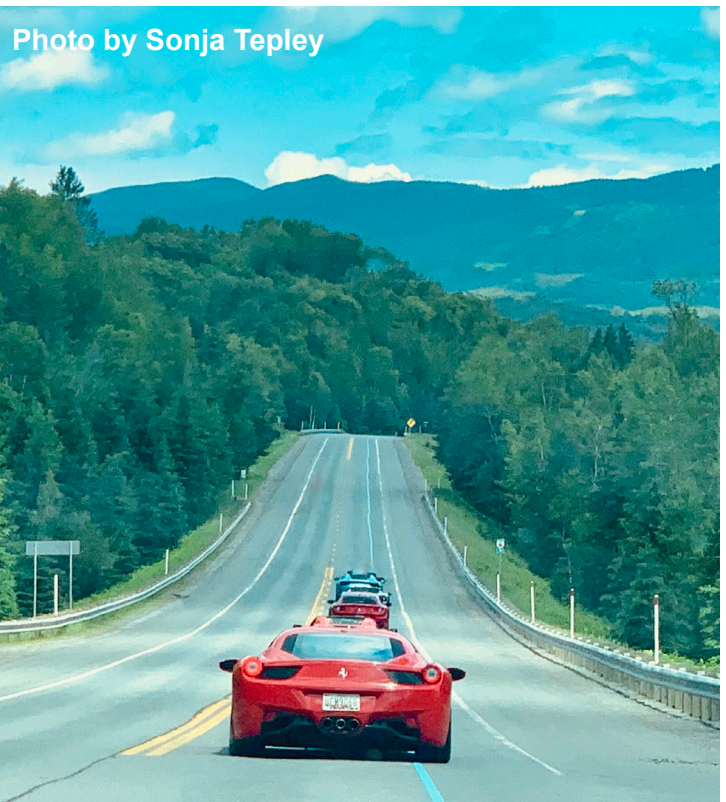
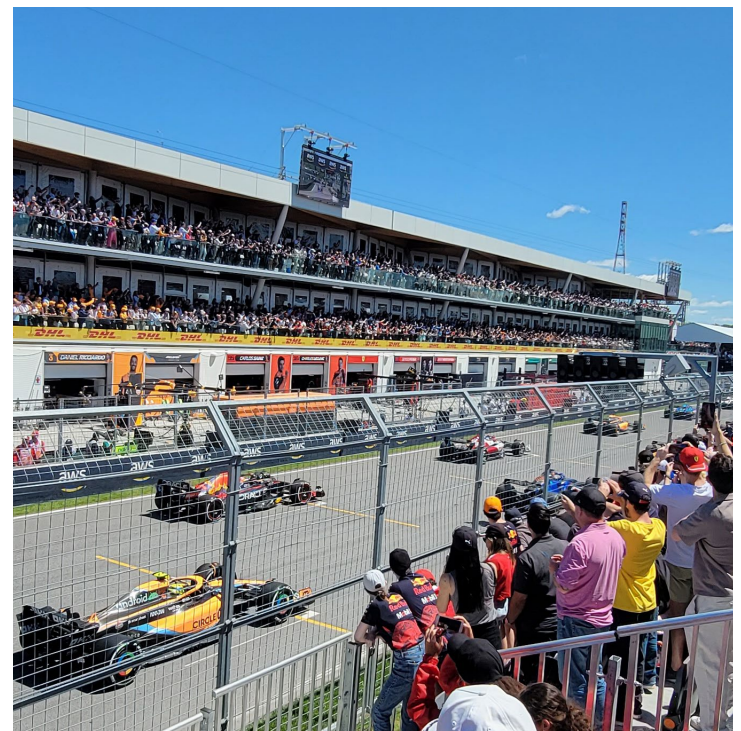


Photo by Sonja Tepley

*Above: John and Michele's 458 heads towards Mont-Tremblant
Below, left: Proprietor, Joey Petrozza entertains while Tre Colori's kitchen works its magic!*

Below: On the grid, race lights about to go out!



Formula 1, Canadian Grand Prix - June 16-20

The Leesburg Group Odyssey

Words by Mike Tepley

What follows is an overly dramatic account of the Leesburg Group's drive to Montreal for what turned out to be a fantastic weekend and F-1 experience.

It started as a pragmatic idea to break up the 10-hour drive to Montreal. I had hoped to reduce drive time on the 16th to arrive at Hotel 10 refreshed and ready for the weekend. As often happens the execution didn't quite live up to the plan. All said and done however, the Leesburg Group helped make our first F1 venture even more special!

Pat, Carrie, Sonja and I left Leesburg on Wednesday at 3pm. Danny and Karen would meet us at the hotel in Grantville PA around 6pm. Tim and his daughter Eva would join the next morning. Aside from the afternoon parking lot known as Rt 15 between Leesburg and Frederick, the drive up to Grantville was smooth and uneventful. We met up with Danny and Karen when we arrived. With limited dining options, we chose Italian Delight, a "comfy roadside eatery". Mostly because they served beer and wine.

The staff was great and the food wonderful! Definitely a good start to our trip. We ended up closing the place down at 9pm (yes that's right, 9pm). The owner came out and joined us for some pictures, then off to the Shell station to fill up. Mmmm. Also closed at 9pm. Note to self; Grantville closes at 9pm. Luckily a nearby Exxon was still open so all good.

Tim and Eva arrived at the hotel the next morning. With the main group off to a late start we decided to press on our own. It was 7:30am. Everything on plan so far. Then we hit the fog. Need to slow down. Lost some time, but still in good shape. Tim's 360 decided to be Italian as his gas cover kept popping open. Pulled over for a quick fix. Minor delay. No biggie. Still on time for our noon lunch stop at Bear Creek Restaurant in Brewerton NY. As we pulled back onto the highway, a Grigio 360 Spider goes speeding past! Approaching Binghamton Craig saw us coming and slowed down to become the final "honorary" Leesburg Group member.

Then we hit the NY I-81 "construction". Da-thump... da-thump... da-thump... Seriously? Da-thump... da-thump... da-thump... Why are they paving speed bumps onto this otherwise perfectly good road? Da-thump... da-thump... da-thump... Argh. Need to slow down again to keep the car together. Time starting to slip away. Thunderstorms forecast in Montreal after 4pm. Still OK for quick lunch at Bear Creek. Maybe 12:30 instead of 12:00.

About 30 min from the restaurant we found out Bear Creek doesn't open until 3pm. Really!? We were hungry, running low on gas and few food options between Syracuse and Watertown. We quickly found Waterfront Tavern on Oneida Lake. We're now 9. Hope they can fit us!

We arrived at 1227. Karen had a work call at 1230 and Tim/Eva were about 20 minutes behind thanks to (their final) gas cover fix-it stop. OK, quick lunch and back on the road. The view was great, the food meh, and the service slow. Argh. By the time we all ate and got our checks it was after 2pm. We started seeing all the updates from



people going through the border. I realized we were now the last group and still 100 miles from the border. Best laid plans. Oh well. It is what it is so we'll just have to push it up a bit and try to beat the weather into Montreal.

We FINALLY made it to the border around 3:45. Not too busy. GOOD. This should be a breeze. Less than 3 hours to go. So I thought. One by one we all went through fine. Wait, where's Craig? He got pulled in for "inspection". Shouldn't take too long... 15 min? That turned into 30. 30 min turned into 45. This was unusual. With the storms starting to pop up around Montreal how much longer before the Canadians set him free? Finally, we see Craig coming over the hill still in good spirits despite intense interrogation. No time for the debrief; we gotta go!

Once again, off we went. Only 160 miles to go. ETA, 7-ish. We were now tracking the texts as people were arriving at the Hotel. Lots of rain and traffic...stay on the main road; side

Above: Mike and Sonja Tepley

Below: Danny breaks the news to Cuddles





Photo by Pat T.



Photo by Carrie Neuberger

roads are flooded (thanks to whoever said that). About 50 miles out the ETA on Google Maps went from yellow to red and for every minute we drove we lost 3. It was like that scene in a horror movie when the hallway gets impossibly longer as you're running to get to the door on the other side. Argh. The Montreal traffic map was becoming a plate of red spaghetti.

Then it started to rain. Not just rain.... Hail!? A hail warning popped up 10 miles ahead of us. Really!? Better find somewhere to pull over and assess. Nothing convenient, so we ended up in the middle of a small town in the parking lot of a Catholic School. Any help we can get. The main part of the storm should be moving east/southeast as we're driving east/northeast. We should be able to avoid it. After all, what choice did we have?

Thank God we didn't see any hail, but it did rain. And rain. And rain. The heaviest was the final 20 miles. Luckily most of that time was spent standing still in traffic. Getting into Montreal proper our group of 5 Ferraris got separated. Pat and Carrie were still behind me, but everyone else was on their own.

We FINALLY arrived at the hotel around 8pm, 12 ½ hours

Below: Heavy rain welcomes us as we approach Montreal



Photo by Carrie Neuberger

Above left: Tim and his charming daughter Eva who became our French interpreter

Above: Problematic Canadian border crossing

Below, right: Outside Hotel 10, ready for day two!

after leaving the hotel that morning. I've never been so happy to see Lashdeep! He and Hamid ushered us one by one into the dry garage marking the end of our Odyssey. Everyone made it safely, car suspensions jostled but intact. Thank you to the right seaters, cell phones in hand keeping up with communication and scouring maps for traffic, police and weather. It's those bumps and potholes along the road that can make a trip so memorable.

It was an exhausting, exciting drive up with a great group of people. However, I was definitely ready to relax with a drink and nice quiet dinner.

What's the name of the restaurant? Shaker's? Sounds good...

Mike Tepley



Photo by Pat T.

Formula 1, Canadian Grand Prix - June 16-20

The Leesburg Group (part two) - Let the Fun Begin... early!

Words by Karen Hayes

This "Group" – part real, part mythical, now legendary – knows that the earlier the trip begins, the sooner the fun begins, too.

Mike and Sonja (430), Pat and Carrie (FF), and Danny and I (360 Spider) banded together to make the trek from Northern Virginia to Montreal. We departed a day early on 6/15 and spent the night in Grantville, PA.

Our reasons for not starting with the primary group out of Essex, MD ranged from "I don't have cruise control on my Ferrari; let's spread the trip over a couple of days" to "I'm fairly certain that if we start Enzo (360) at 5:00 in the morning (on 6/16), there will be a lot of pissed off neighbors."

Pat and Carrie drove to Leesburg where they joined Mike and Sonja. They took 15 to Pennsylvania. Danny and I departed Alexandria, VA and took the Capital Beltway, I-270, and 15. Danny and I arrived first in Grantville (around 5:30 p.m. on 6/15), and the others arrived a few minutes later.

Mike and Sonja had done their research – "There are two restaurants – one that serves alcohol, and one that is BYOB." That was an easy choice.

The Italian Delight restaurant, just down the road and on the other side of the Interstate from the Tru, hosted us for the evening. Imagine our delight when we saw the sign hanging off-kilter. It was a welcoming, unpretentious start to what we knew would be a fun trip. Italian Delight serves large portions (an understatement) of salads and sandwiches, and they sell pizza whole or by the slice. I ordered a pizza and was surprised to spy a young man behind the counter tossing the pizza dough into the air. They sell food and alcohol for takeout, as well, so many of their patrons came in simply to purchase a six-pack. We closed down the place, and the Proprietor came to the parking lot to



Above: Karen, Sonja & Carrie (Charlie's Angels)

checkout the cars and take our group photo with the off-kilter sign.

The next morning, Tim and his daughter Eva (360) joined us at the hotel, and the four cars departed together at 7:55 a.m. We were joined further north en route by Craig (360).

At 3:05 p.m., the Leesburg Group reached the Canadian Border. We began receiving texts, from the group that passed us, of bad weather ahead. Fortunately, we missed the hail and really bad stuff but had to endure significant flooding on the roads in Montreal when we finally arrived more than 11 hours after we started.

The Leesburg Group is already planning for next year: a clothing line, our own Champagne, matching bumper stickers. Yes, we are now legendary!

Karen Hayes

Below: Leesburg Group at Italian Delight



Photo by Italian Delight Owner

Formula 1, Canadian Grand Prix - June 16-20

My First F1 Montreal Experience

Words by Dylan Adeli

Since I can remember, my dad has talked about the amazing annual trip to the legendary city of Montreal. A city which celebrates Formula 1 and motorsport in general. A city in which, for a week, the streets roar with exotic cars and its island is crowded with Formula 1 fans. In 2021, at 15 years old, my dad finally decided to let me join in the Montreal trip. However, Covid was still a large topic, and the race was canceled. Finally, this year at 16 years old and after 3 years since Montreal's last Formula 1 race, it was finally back, and I was going to see a Formula 1 race for the first time.

While we spent about half a week in Montreal, Sunday, race day, was the most exciting day for me of the whole trip. We started off the day by going to Kart-O-Mania, an indoor karting track in Montreal. Since this annual trip has existed, the group has always gone to Kart-O-Mania, with the larger group going early on in the trip, and the hardcore drivers going for a second time on the day of the F1 race. I have been racing go-karts since I was 7, and am currently driving at different tracks across the east coast. This experience allowed me to perform really well at the track, and I ended up winning out of the group of people we had there.



Photo by David Waltos

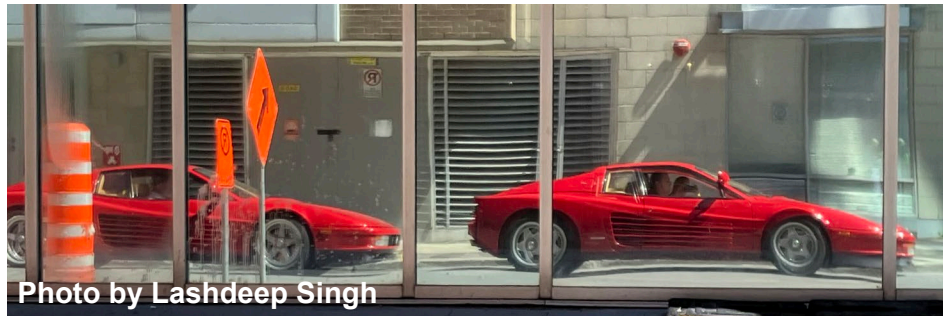


Photo by Lashdeep Singh

Above: Reflection of FCA-MAR Testarossas on Montreal building

Below, left: Dylan on podium after taking it to his FCA-MAR competitors

Below, right: Lando Norris - Could Dylan be standing there in a few years?

After we went karting, we didn't have much time to get to the track, as the race was in about an hour. My dad and I left and took the metro. We waited at the station, and I thought "wow, seems like we avoided the F1 traffic". The train appears and stops right in front of us, and the train is packed to the brim with people. Everybody was excited for the race, wearing their favorite teams. In the train, on the way to the track, we were surrounded by Ferrari Red, McLaren Orange, Mercedes Black, and Aston Martin Green. It truly was race day.

We arrived at the track with 10 minutes to spare until the race started, so I ran from the metro station to the track, which felt like miles. I finally got to my seat at the hairpin at the end of the track, just in time for the cars to start their formation lap. The day before I had seen a Formula 1 car for the first time in person, but after watching qualifying on TV, in my mind, the cars I had seen in free practice on Saturday were not the same things I was watching. My mind still had not registered that the cars I was seeing were real Formula 1 cars. And yet, when I saw those cars coming around the hairpin, it finally registered that I was seeing real F1 cars, in real life, not on TV. Then the cars got to the grid and the race started. The crowd went silent after the initial turn. Then off in the distance, we see Max Verstappen going 160 mph approaching us, with

what seems like an infinite train of cars following him... the crowd erupts. 20 of the most technologically advanced cars ever, go from almost 200 mph to 40mph in the blink of an eye as they brake for the hairpin, and accelerate again, disappearing into the distance.

A couple laps later, a driver finally makes a move into the hairpin. He challenges the other car into the braking zone, daring him to brake later. The driver succeeds, going up the inside, forcing his opponent to go to the outside. He sticks the pass, and continues down the straight. I have seen this move dozens of times of TV, but there was no comparison to seeing it firsthand.

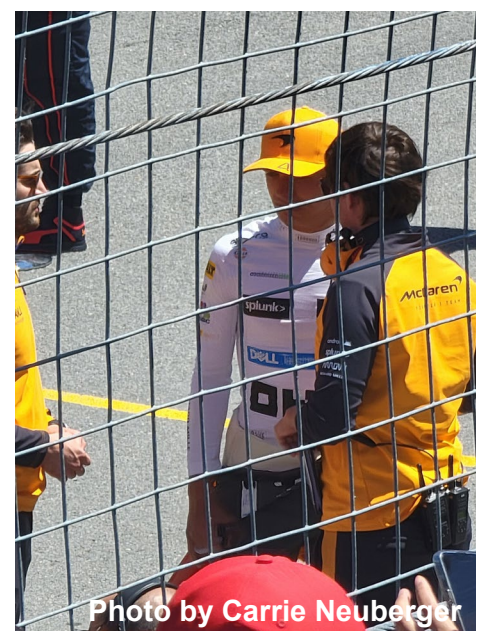


Photo by Carrie Neuberger

Formula 1, Canadian Grand Prix - June 16-20

My First F1 Montreal Experience (continued)

Words by Dylan Adeli

Near the end of the race, Yuki Tsunoda in the Alpha Tauri crashed, causing a safety car to come out. This completely changed the race as Carlos Sainz in the Ferrari was now on brand new tires while Max Verstappen was on used tires, and they were right next to each other. The safety car leaves and once again, all the cars come racing down the straight towards the hairpin I was sitting at. For the last 14 laps of the race, Carlos Sainz chased Max Verstappen, and I got front row seats to the action. Every lap, Sainz got closer and closer, the beautiful red and black Ferrari chasing after the aggressive and slick Red Bull. After 14 laps however, Max Verstappen won the race with Carlos Sainz's Ferrari coming in second.

After the race, they opened up the barriers and let everyone on to the track. It took what felt like forever, but I weaved my way through the crowd and onto the track. I bent down and touched the curbing, the same curbing that a Formula 1 car had just driven over. I walked around, seeing how the stands and scenery looked like from the track, and it was all very surreal. All of a sudden, a train of cars appeared on the track, honking for everyone to get out of the way. I read the lettering on the side of the car, and in big bold letters it said "Race



*Above: Dylan receives 'Monster of the Mountain' award from Lashdeep
Below, left: Sergio Perez's car towed*

Control". As the cars drove by, a tow truck passed, and even though it didn't seem real at the time, it was Sergio Perez's Red Bull, with a second truck following behind with Mick Schumacher's Haas. As they started to drive away, I ran to them, trying to get as close as possible, taking pictures as I went. Eventually, the cars got stopped by the huge crowd of people, and I got almost close enough to touch the F1 car. This whole experience inspired me. I knew from that point on, I would try my hardest to come back to this track as a driver, not

a spectator. At that moment I knew what I wanted to do in life, and was going to do anything to reach that goal.

After that point, I met up with my father and the rest of our group, and we went back to our hotel to get ready for dinner.

We went to dinner at a nice steakhouse in Rue St. Paul. Everyone talked about what they did in Montreal, ate food, and shared their background. I got to talk about my experience at the track, my background in racing, and the experience we had racing karts earlier in the day. Near the end of the dinner we had a charity raffle, in which you could buy tickets to get any of the prizes, which included objects like a mint condition 90s Ferrari F1 model.

We ended up raising \$660 for charity. We then got to the awards. Lashdeep Singh, the organizer of the whole event stood up and started talking. He explained the history of the Montreal trip, and the history of this award that he was about to give out. He explained how they started this award in 1999, but never continued it since then. However, this year they brought it back. This was meant to be a prize for the fastest driver of the weekend, which was given to me because of my performance in karting. I stood up with everyone clapping, as Lashdeep brought out the trophy from his bag. The trophy was a gigantic engine piston, named "Il Mostro della Montagna", or "The Monster of the Mountain". The piston was from a 4,000 horsepower funny



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My First F1 Montreal Experience (continued)

Words by Dylan Adeli

car, and was for a 9-10 liter displacement engine. On the side of the piston was the name and year of the first winner engraved on the side. Now that I have won this award, my name and year will be engraved on the side to be part of the "Monster of the Mountain".

After dinner, we split off into our own groups, with my group going to a Formula 1 store to buy merchandise to bring home. After a little while, I finally bought a McLaren shirt, as McLaren has been my favorite F1 team for a couple years now. We all went back to our hotel, and after a little bit more time reliving highlights from the day, we finally all went to sleep.

I reflected on the last day I had of this trip, and concluded that it was one of the best days I've ever had, and probably will ever have. Over this trip, I made lots of friends, explored the beautiful city of Montreal, saw a Formula 1 car up close, and watched a Formula 1 race in person for the first time. This trip was amazing, and all the years I had been waiting for it were well worth it. This time however, I don't have to wait 16 years to go again, instead, it'll be less than a year when I can come back to Montreal and learn more about this city, and the Formula 1 cars that make it thrive."

Dylan Adeli

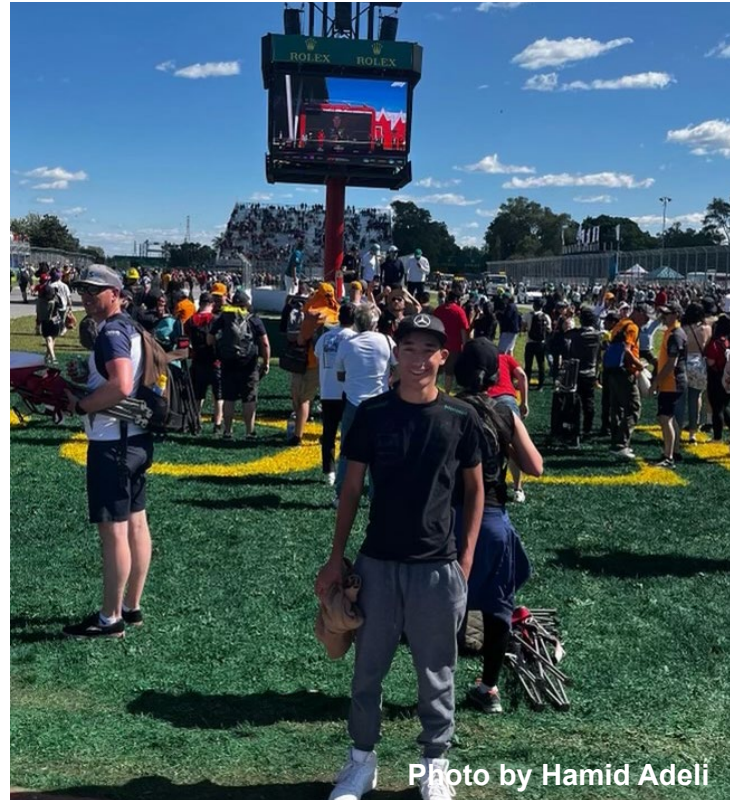


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Weekend Photo collage



Weekend Photo collage (continued)



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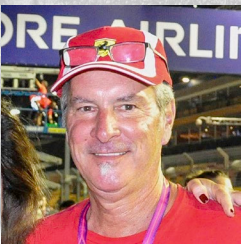
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