

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

# MARANELLO



SUMMER 2024

MID-ATLANTIC  
REGION





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# REGIONAL DIRECTOR'S MESSAGE



MID-ATLANTIC  
REGION

The Ferrari Club of America is a national organization that is comprised of many Regions and Chapters. Our region MAR brings together members from Virginia, Maryland, District of Columbia, West Virginia, and Delaware.

We are so fortunate to have such a great geography to use as the backdrop for our events from Oceans to Mountains, Lakes to Plains, Vineyards and some of the most interesting Cities in the world. But what always makes our events the best is each of you who bring your amazing stories, passion, and emotions. FCA-MAR is the place where all of us come together and share this amazing place and our cherished cars.

In this issue you will see more of what makes the region great and the experiences and memories we have collectively created together. I continue to encourage members to become involved and to also encourage your friends and fellow enthusiast friends to join the club and become members.

Our region thrives when we grow and bring in more resources, ideas, and contributors to our events.

**Forza Ferrari!**

*Frank Privitera*  
FCA-MAR Regional Director

## NEW MEMBERS

*A warm welcome to the following new members:*

*David Attanucci, Chesapeake, Virginia*  
*James Bridgeforth, Winchester, Virginia*  
*Jay Buffington, Haymarket, Virginia*  
*Warren Camp, Clifton, Virginia*  
*Lawrence Deihle, Middleburg, Virginia*  
*Jim From, King George, Virginia*  
*Ray Gaines, Owings Mills, Maryland*  
*Eric Grossman, Washington, DC*  
*Sam Kamyans, Washington, DC*  
*Stephen Krooth, Bethesda, Maryland*  
*Stephen Sandoval, Alexandria, Virginia*  
*Ibrahim Sheikh, Baltimore, Maryland*  
*Frank Spellman, Chevy Chase, Maryland*  
*James Steele, Wilmington, Delaware*  
*Alex Yazaji, Cockeysville, Maryland*  
*Michael Youssef, Vienna, Virginia*

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## Editor's Notes:

This issue of *News of MARanello* introduces 'QR codes' in two of the articles so that videos can be shared. For those of you unfamiliar with QR codes, they can be scanned using your smartphone and a downloaded QR code reader.

I hope you enjoy the videos of the inaugural Blue Ridge Rally and the MAR members off-roading experiences in Moab, Utah.

As always, thanks for the contributions from FCA-MAR members of event articles, photos and videos. News of MARanello depends on the willingness of members to take the time and effort to describe their experiences.

*Pat Transue*

**NEWS OF MARANELLO, VOLUME 10, NO. 2**

FRONT COVER: Ferrari F40. Photo by Lashdeep Singh

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**MID-ATLANTIC  
REGION**

## Upcoming FCA-MAR Events

**Saturday, August 24, 2024**

**Fredericksburg Rally  
Fredericksburg, VA**

Gather for a light breakfast at the showplace garage of members Bob & Amy Stanford, followed by a rally and lunch at the Frederickburg Country Club.

**Sunday, September 15, 2024**

**Fall New-Member Rally  
Ferrari of Washington**

Come out to FoW to greet our newest members. Everyone is welcome! Afterwards, we'll enjoy a scenic rally followed by lunch at a local restaurant.

**Sunday, October 6, 2024**

**Fall Autocross  
Summit Point, WV**

Enjoy your Ferrari as it was meant to be driven. Our autocross provides unlimited running in a safe and controlled environment. Beginners are welcome!

**October 12-13, 2024**

**Endless Summer Rally  
Rehoboth Beach, DE**

Enjoy a scenic fall colors tour to the eastern shore. We'll have lunch in Rehoboth Beach, followed by an optional dinner and overnight stay.

**Sunday, October 27, 2024**

**Southern Maryland Rally and Mexican GP Viewing Party**

We'll meet up for a scenic cruise through winding country roads in rural Southern Maryland, followed by a Mexican GP viewing party in Mechanicsville. Hosted by club members Ricky, Sheila and Tabitha Greer.

**December 7, 2024**

**FCA-MAR Holiday Party  
Ferrari of Washington, Sterling, VA**

Once again FoW will host our FCA-MAR Holiday Party! Enjoy great food, drink, music and camaraderie surrounded by beautiful machinery. All proceeds will be donated to local charities.



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

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# Track Days at Watkins Glen: A first timer's view

By Randy Stone



Photos Randy Stone

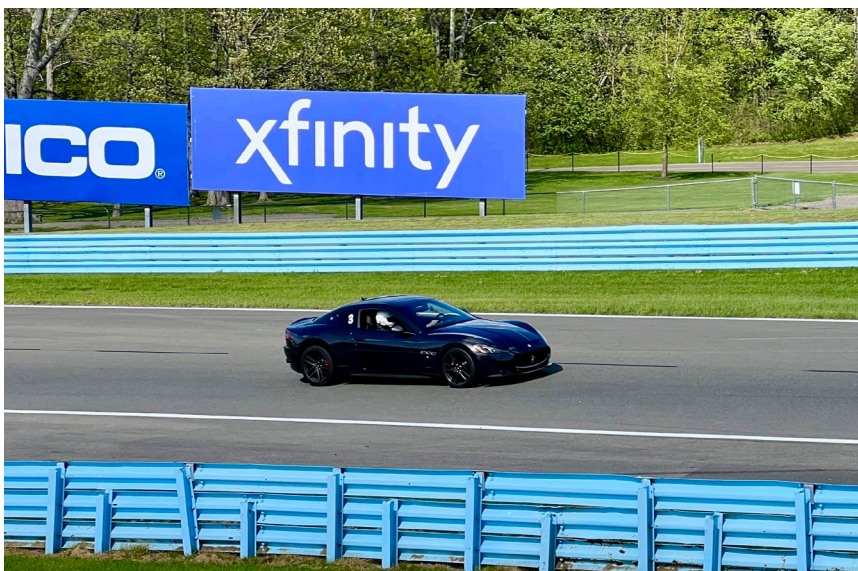
My need for speed, most recently embodied in spirited club rallies, originated sometime back in the days of my first cars. In the last twenty-five or so years it was satisfied with motocross racing and cigarette-type boats but has just been supplanted, at least the boat part, by Ferrari track days!

As I have mentioned in previous articles, club rallying has been scratching my performance itch the last few years, mostly in my wife's GranTurismo but more recently in my F430 (see the article: My First Ferrari). I have been to road racing tracks with others, as far back as Road Atlanta with Group 44 in 1979, and have done a number of autocrosses but never experienced the thrill, exhilaration, intensity and adrenaline pumping experience I just did at Watkins Glen! And that was going "slow" in Gail's Maserati, affectionately called the "Mas". I can't wait to track my F430, but that is another day and another article.

What is a Watkins Glen track day? It starts with a thorough shop mechanical inspection of your car, plus. *Plus* lots of track familiarization for a newbie like me. I took in as much as I could. That is where NNJR turn-by-turn, YouTube videos and George Baird's in-car Watkins Glen video proved to be priceless! Day-of preparation started with track, rule and safety flag familiarization by Bob and Chris, our hosts from the FCA Empire State Region. Next, my instructor, Dave, patiently taught me how to brake hard, turn in, hug the edge, get on the gas, unwind, go for every one of the eleven plus corners. Dave was with me for all of my sessions over the two days and I soaked up every bit of his instruction. By the end I was finally comfortable enough to have conversations about the previous, or current corner while doing over a hundred miles an hour. Did I mention it was a bit intense? What a blast! And I was only in the green (beginner with instructor) group. Danny Sarmiento was in the same green group whereas Mike Tepley and George were in the advanced groups where instructors (in their case, track familiarization folks) were optional. Mike and George were kind enough to take me out for a couple of their sessions to see what fast is all about in their fabulous mid-engine machines.

We all had plenty of, if not too much, track time as each group gets five twenty-to-thirty-minute sessions each day. That is a lot of time at some intense speeds and corners. I for one was exhausted. That being said the adrenaline and excitement overcame the exhaustion, and I really enjoyed the track!

My favorite section has to have been "The Esses" where the Mas could stretch her legs running up the hill to speeds of about 130 mph before standing on the brakes to make it through "The Bus Stop" series of corners. I think George bested the lot of us there



Above: A colorful lineup of exotics resting in the Watkins Glen paddock

Left: Randy pilots Gail Stone's "Mas" with his instructor, Dave, aboard



*Above: George Baird gets on the gas in his F8 as he avoids "The Blue Wall"*

at somewhere around 157 mph in his F8! I could spend days talking through the ins and outs (pun intended) of every corner and straight of the track, squealing around the "Carousel", flying down the "Chute", around the off camber of turn 9, etc. I have them permanently seared in my brain and am so looking forward to going back!

A lot of the fun for me was learning how to drive through the corners and break some of my bad braking habits! I especially appreciated the art of controlling the loading of the suspension, kind of like in snow skiing, as you go into the corner and unloading it coming out. As Dave explained, if you use up all the front tire's traction capacity while slowing down then there is no more traction left for the turn, possibly sending the car sliding straight towards the grass or potentially the blue guardrail if not "The Blue Wall" instead of navigating around the corner.

The "understeer" phenomenon is one I feared the most in the heavy mid-front engine Mas. To avoid that, I needed to deplete much of that energy/speed up front in a straight line and then in a gentle/controlled way release the brakes to keep the weight forward on the front turning tires so they grip like the skis do, yet let off enough so the new side forces don't overwhelm the traction starved front tires. Then, by the apex you are off the brakes and feeding on the gas to accelerate "go, go, go" out of the corner. At this point engaging the throttle to shift the weight to the back tires

so they have enough grip to let all that horsepower get to the ground ... remembering that too much throttle and not enough traction makes for some potentially interesting tail swapping experiences often times being a spin or a tail happy experience called oversteer, letting your rear end slide out.

Those oversteer and understeer phenomena were not something I was particularly wanting to experience considering there are a number of blue guardrails and a couple blue walls right close to the driving line. Some of this technical aspect I knew and experienced in street motoring but the actual execution/practice on the track is a bit of a different matter and, oh, *so much fun!*

Gladly I emerged from the event with no blue paint on Gail's baby. This was my first experience at such a venue and it is one I will never forget, even though I know I will have many more track days ahead with my new found Ferrari. I am hooked!

*Randy Stone*

*Below: Mike Tepley, in his F430, gets the overtake signal from the Corvette he is about to pass*



# Virginia Historic Tour

By Joe Fortner

On the morning of 13 April 2024, about 27 Ferraristi gathered at the Dairy Queen on Virginia Rt 5 near Marina. There were 10 Ferraris, one McLaren, and one Porsche in the group.

While we were gathering and socializing, several motorcyclists were also gathering and we had an opportunity to check out some serious bikes - beautiful, high performance bikes - including two new Indian road cruisers.

Once we were all gathered and sorted out, we departed down VA Rt 5, which is known as the plantation highway because of the number of colonial era plantations located along it. The locations are significant as they were all located along the shore of the James River which was, in colonial times, the major highway between the Virginia Colony's interior and the sea. The location made it possible to load big hogsheads of tobacco onto ships for transport to Great Britain and Europe. Tobacco was, of course, the cash crop for the plantation owners.

Our visit was focused on Westover Plantation which is one of the few such plantations which remains totally in private ownership. It is still a working farm. Westover was built about 1730, by William Byrd II, in Charles City County, Virginia; it is an outstanding example of Georgian Architecture, with a steeply sloping roof, paired chimneys at both ends and a particularly elaborate doorway. It is elegant, yet extremely simple. The mansion has a spectacular view of the James River. It has a typical collection of outbuildings and supporting structures common to the time. Our host for the visit was Andrea Erda, whose family has owned the plantation since the 1920s. She did a wonderful job of presenting her house for our enjoyment and enlightenment.

As we arrived at Westover we saw a separate parking lot filled with tow vehicles and horse trailers. Ms. Erda informed us that a local area horse club was out riding in the woodland areas of the estate. As we were leaving, the horse folks were taking care of their horses and loading them into their trailers. Some of those animals were stunningly beautiful. Many of the horse owners walked out to the driveway along which we were leaving to take pictures of our Italian horses. Marvelous!

After we left Westover, we continued down Rt 5 to Jamestown, VA, where we boarded the Jamestown Ferry for a ride across the James River.

The Jamestown Ferry (also known as the Jamestown-Scotland Ferry) is a free automobile and bus ferry service across the James River connecting Jamestown, VA, with Scotland Wharf, VA. The Ferry provides the only vehicle crossing of the river between the James River Bridge downstream at Newport News and the Benjamin Harrison Bridge just south of Hopewell, VA. It is toll-free and operated 24 hours a day, 7 days a week by VDOT. The crossing takes approximately 30 minutes and provides a good view of Jamestown Island, site of the first American colony. It is one of the best free events in the entire area.



Photos by Eric Tich, Kathie O'Neill, Matt Passos







*Above: Eric Tich, Joe Fortner and Kathie O'Neill enjoying a laugh  
Left & Bottom Left: Westover Plantation*

As we completed the river crossing on the ferry, we departed for a short drive to the Surry Seafood Company for lunch. The SSC is a Seafood oriented restaurant located on the bank of scenic Gray's Creek, a short distance upstream from the James River. Despite its seafood focus, SSC does offer a variety of American fare. The restaurant was easily able to handle our crowd.

After lunch, some of the participants decided to go to Williamsburg so they departed early, went back across the James on the ferry and on to Williamsburg. The rest of us continued from the restaurant on through town of Surry, VA, and onto VA Rt 10, also know as The Colonial Trail. At this point we were headed back toward the start point of the tour. Somewhere along the way, The Colonial Trail became James River Drive and we eventually made a right turn to recross the James via the Benjamin Harrison Bridge. A quick left turn and we were back on VA Rt 5 headed toward the start point and the end of the tour.

As an aside note, this run down Rt 5 and return on Rt 10 is well known to all the motorcycle clubs in this area as the "Nickel and Dime Tour."

*Joe Fortner*



# Blue Ridge Rally

by Nora Lindberg



Photos by Eric & Amy Tich

Saturday, May 11, 2024, in the Blue Ridge of Virginia began as it often does, with mist and fog on Afton Mountain. But for those of us fortunate enough to be getting together that day for a drive, it soon cleared and we gathered at the spectacular new mountain-top home of Eric and Amy Tich. Many fine Ferraris were present, including front-engine V-8s (California and Roma), mid-engine V-8s (360, 430, 488) and front-engine V-12s (456, 599, 812). The group was supplemented by a pair of newer C8 Corvettes which were graciously allowed to tag along.

Amy and Eric served us a lovely fresh breakfast in their home overlooking the Blue Ridge and the forest, and everyone took their time chatting and inspecting all the options and differences of the cars that lined the Tich's beautifully landscaped drive. (Word is that Amy personally carried and placed every one of those enormous rocks, and we believe it. Don't mess with her.) Some

of us also toured the Tich home and oohed and aaahed over the views, the rooms, the woodwork, and decorating. Oh, and the garage with a LIFT!

Following breakfast, we all jumped into the cars and followed the scenic mountain drive (TREES! LOTS of TREES!) along the Blue Ridge Parkway south for 25 miles, before jumping off to take a twisting mountain road down the mountain. There we went to a stop in Raphine to gas up, regroup, and start off with many roaring Ferraris, to the delight of the tourists at the truck stop. We followed pastoral roads through Raphine, Middlebrook

*Above: Eric & Amy's 360 parked on the picturesque route*

*Below: Eric welcomes the group to their new custom-built home in the Blue Ridge Mountains, and the amazing view from their rear porch*





*Scan the QR code to witness the departure from the Tich's home!*

(lots of cows), and Staunton, took a side route north up around Staunton, and after blasting around more winding country roads, ended up at the Bluestone Vineyard near Bridgewater.

Bluestone had arranged a catered lunch for us and we sat on the Tuscany-inspired stone mansion's high patio and enjoyed lunch overlooking some of the best views in the state. The weather held for us to linger and chat until we all had to head home, some of us with Bluestone wine purchases and all of us with new friends. A big thanks to Bluestone Vineyard, the Ferrari Club, and especially Amy and Eric!

*Nora Lindberg*



# Driving a Roma to Maranello

by Anne Owen

Almost as soon as David saw his first Ferrari 'in the metal' back in 1961, he harbored the dream that he would one day be able to visit the factory in Maranello in his own Ferrari, and in May 2024, more than 60 years later, we finally made that dream come true!

We replaced our F12 with a 2022 Roma last December, so this trip would be its first long distance outing, Maranello being just over 1000 miles from our home. The first step in planning the trip was for our Ferrari dealership, Dick Lovett in Swindon, to arrange a date for a factory tour, then everything else was slotted in.

We broke up the long highway drives through France and Switzerland with a visit to see 250 GTEs (what else??) and their owners in Basel, but the real goal, of course, lay across the Alps through the St Gotthard Pass Tunnel. Just north of Modena, David got into the swing of classic Italian driving by wrestling the Roma up the Vernasca Hill Climb, where the switchbacks seem to be no more than a car's length apart.

Arriving early for our Ferrari visit, we actually snagged one of the only two parking spaces right outside the factory gate! The tour itself was amazing – no photos whatever are allowed inside, (they actually cover over the lens on your phone), but a very polished guide took just four of us through the sprawling complex, transported on an electric bus and answered our endless questions. It's hard to pick out highlights, but a few come to mind.

The technicians quietly assembling cars by hand, with every part required carefully laid out alongside them; the Design Center with its 'Tailor Made' and 'Atelier' areas for owners to come and spec up almost every aspect of their new vehicles, with options from classic to frankly outrageous; the F1 workshop where cars for races later in the season were being worked on in clinically clean conditions; the hallowed Classiche department where several beautiful old cars were under restoration; the collection of Corse Clienti cars at the Fiorano race track, waiting for their next outing (we looked for Frank's 599, but didn't spot it).



Photos by Anne Owen and David Wheeler

*Above: Former FCA-MAR Board Member and News of MARanello creator, David Wheeler, at the wheel of the Roma under the famous Ferrari gate*

*Below, left: David taking a breather in the municipality of Abetone*  
*Below: Anne Owen at the St. Gotthard Pass, Switzerland*





*Above: David with the electric factory tour bus  
 Above, left: Factory tour passes and iPhone camera seal  
 Below: Souvenir shopping and the Roma onboard the EuroShuttle Train*

An unexpected treat was to see the brand new 12Cilindri in the entrance of the Design Centre and be allowed not only to walk around, but to actually sit in it! It's stunning in the press photos, but even better in reality.

Emerging finally from the quiet and calm of the factory, it was time for us to grab the photo that we had come all this way for! There is a constant stream of vehicles coming in and out, so we had to wait and get the timing just right for David to maneuver out of the parking space and under the famous arch for a few snaps before joining the buzz of Ferraris that fill the streets of the village.

Lunch was at the fabled Montana Restaurant, famously beloved of many Ferrari drivers and decked with irreplaceable memorabilia. Home-made pasta and melting pork chops washed down with (small) glasses of local Lambrusco made a perfect finish to a stunning morning.

Leaving Maranello behind, we continued to explore some classic roads for the next day or two, taking in the wonderful route to Lucca via Abertone and then the winding Futa and Raticosa Passes that frequently featured on the Mille Miglia races. All good things must come to an end, and eventually, after a stop in Turin and a second climb over the Alps past the foot of Mont Blanc we made our way home, via Champagne, of course!

We'd like to say that the trip was uneventful, but our drive was punctuated with no fewer than three traffic stops – mostly, we suspect, to take a closer look at the car, as one young officer

wanted to know 'how many horsepower' and take a peek under the hood! The car certainly did attract favorable attention almost everywhere we went and interestingly, was virtually the only Ferrari we saw on the roads other than in Maranello. We'll just have to plan another trip to keep the Ferrari flag flying.

*Anne Owen*



# 2024 Spring Thaw

by Jay Bradley

The vast majority of us are born with five senses, which we learn to hone and cultivate and master from day one. Over the course of our lives, there exist individual experiences that stimulate many of these senses but rarely do they do this for EVERY SINGLE ONE of them... and all at once.

It was an unusually cold morning the day of the Spring Thaw and I was unfortunately without my F430 Spider, as it was undergoing major service at the time. As such, I decided to attend the event with a buddy of mine as my co-pilot in my 997 Porsche Turbo, just to be able to see the members of FCA-MAR again. We stopped for fuel at a nearby petrol station and when we arrived at the meeting point, there were only two vehicles present, A Papaya Spark McLaren 600LT and a mail truck, driven by "Ron" (named "Ron" for purposes of this story since I never got his actual name). It was clear that Ron was a fan of cars, particularly European exotics. He admired from afar at first but when we showed up with Danny's 360 Spider in tandem, he started to realize that this was not any usual Sunday morning. Ron was about to discover just how unique it would be.

Off in the distance the sound of a 360 Modena commanded the attention of onlookers as it made its way to the meeting

area, immediately followed by its Spider compatriot. However, it was the subsequent roar emanating from the downshift of the arriving jet black F430 Berlinetta that made Ron ask exactly how many of us there would be. "Lots", I replied with an almost equal dosage of enthusiasm myself. Less than three minutes later, the floodgates opened. Two more 360 Modenas arrived followed by a red F430 Spider (with its F1 sounding exhaust), a 458 Italia, a 512BBI and then an 812 GTS. At this point I was in my element and it seemed as though Ron's mind had already exploded into several thousand pieces.

It was time for the drivers meeting and we all knew what the primary concern would be on this frigid morning... tire temps. As we were all cautioned accordingly, nearly everyone began nodding their heads in unison.

I was thinking that this may not be the fastest rally, but that doesn't mean that it won't be highly memorable. Much like all other FCA-MAR rallies I have attended, this one did not disappoint. The drive was brilliant with everything a driving enthusiast would want. Banked curves? Check. Fast straights? Check. Tight twisties? Check. Amazing country backdrop? Double check.



Photos by Carrie Neuberger, Pat Transue, Jay Bradley

*Above: Jay Bradley (left) enjoying lunch after a wonderful rally*

*Left: Cars impatiently waiting for lunch to end  
Below & Opposite: Members enjoying the wonderful event organized by Renee Whalen*





## 2024 Spring Thaw, continued

We came to an T intersection for a left turn with nothing but open road ahead. What ensued next was a moment nothing short of absolutely remarkable ....a symphony of displacement that even to this day, I struggle to articulate into actual words. Even before reaching the intersection, we could hear our squadron way ahead of us launch one after another immediately after completing the left turn and as we got closer to the intersection, we are able to see the poetry in motion. Images of Blu Tour de France, Bianco Avus, Nero Daytona and (of course) Rosso Corsa taking off and gleefully chasing the car in front of them, now that's an image I won't soon forget.

The smell of exhaust fumes filled the air but also that of toasting rubber, which pierced my nasal cavity for a few seconds when I could have sworn that I could taste the various vintages of Michelin and Pirelli in the air. A brand new experience for me was rapidly approaching. I had never been directly behind an F8 under spirited acceleration and as it pulled away, we were rewarded with some spirited shifts which we could not only hear but feel as well. "Whoa, did you feel those?", asked my co-pilot. "What am I... hard of feeling? Yeah, I did!", was my immediate reply, which was followed by giddy laughter and a few hoots and hollers from the both of us.

When we finally arrived at "Bushel and a Peck" in Clarksburg, my hands were still shaking from excitement, the hair on my arms and the back of my neck standing as straight up as that of an 80s punk rocker's Mohawk. It took me just a few minutes to realize that the drive had concluded and now it was time for what I enjoy just as much... camaraderie, car admiration, and food. I always considered this portion of the rallies a reward for great driving, and this rally would be no different. We headed up to the second floor and could smell the aroma of lunch from the bottom of the stairs. The chicken and waffles were just what I needed (as well as a good glass of wine) followed by the greeting of fellow FCA members I hadn't seen since the year prior, and welcoming new members to the Club.

After my co-pilot and I finished our meal we saw the outdoor patio presenting us with a perfect aerial view of the cars standing side-by-side, a parking lot of Italian Skittles which prompted me to snap my obligatory pic for my photo library. However, it was now time to head back home and on the way back, my co-pilot and I discussed how fortunate I am to be part of a group of such fantastic people. As Ferrari enthusiasts/aficionados, we all have a common bond that brings us together but that bond also allows us an avenue to learn even more about each other, our walks of life, stories of motoring events from years past. It's quite remarkable how you can connect with a person and find them very interesting even after only a 10 to 15 minute conversation. And, if I can make a friend out of a complete stranger, which is my goal for every FCA-MAR event, it's worth every mile traveled.

*Jay Bradley*







# *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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# Finding our First Ferrari

by Randy Stone

My dream of having a Ferrari goes way back to my appreciation of the 365 GTS4 Daytona and the 575 Maranello, but lay somewhat dormant as my wife Gail and I focused on the traditional paths of careers, raising kids and now, the beginning of our retirement.

We joined the world of Italian sports cars with our purchase of a Maserati Gran Turismo from Ferrari of Washington. JP Allgood and Will Elliott of FoW subsequently educated us on all things Ferrari, from the lifestyle to piloting the cars themselves, including the Roma and SF90. Then, we met FCA-MAR member, Ricky Greer, who offered "You don't have to have a Ferrari to join the club ... and we do some great rallies". So, join we did and found a great group of people sharing great experiences. The spirited drives and track experiences are what really pushed my decision, *I had to have a Ferrari!* In fact, Eric Tich recognized the glint in my eye at our first Appalachia event a year and a half ago, requesting that I write an article on buying our first Ferrari. So here goes, albeit a bit delayed ... by *finding* the right car.

Now, what to buy? My interest in the prancing horse was intense, but which prancing horse? Again, enter FoW as well as so many very gracious passionate FCA friends, creating opportunities to drive and obtain a deep education on the broad range of exquisite cars. Although I would love to own a v12 Ferrari, the experiences of driving a range of models including the 360, F430, 296, F8 and SF90 cemented my desire for the rear mid-engine variant! And special thanks to club members for their extraordinary insight and shared experiences with these amazing cars. I decided on a modern, track-capable, rear mid-engine Ferrari to satisfy my need for speed on rallies and, especially track days. Balancing my budget with my performance needs, I navigated quickly to the F430 and its visceral, tactile performance.

With that decision made, I next had to just figure out which F430 to buy. With the solid technical introduction from JP and my club friends as my foundation I created my perfect F430 spec. Of course the list began with a Rosso Corsa exterior: "If I'm going to have a Ferrari *it's going to be red*". For the last year or so I have been researching every F430 option available, creating my dream car with the list looking something like: coupe, F1 transmission, carbon ceramic brakes, Nero exterior and interior, carbon fiber



packages, etc. Yes, I had mentioned it had to be Rosso Corsa... until Gail and I saw a beautiful Nero example at FoW... list revised. I looked at hundreds of examples in my morning viewing ritual of Bring a Trailer (BaT) and every other car site known to man, learning more about what options and mods were available for the F430... list revised several times. In fact, I had a pretty good idea what options I was not likely to find prompting me to buy the Ferrari sport exhaust on BaT long before I found the car, as well as a set of center lock Ferrari Challenge wheels and adapters. Kind of an odd sequence of purchases, as Gail noted several times, "He doesn't even have the car yet" as rather large packages kept showing up at the door. I knew what I really wanted!

*Above: Gail Stone enjoying their new F430  
Right & Below: Pre-purchase parts bin  
Below, left: Canyon Road, Golden, CO*



With my daily search, and my Ferrari friends searching and forwarding me ads, links and leads (thanks Phil, Danny, John, Jonathan, JP and quite a few others), I was bound to find my perfect car. In the entire year of my search I had only seen two examples that met enough of my spec list to consider. Both of which were low mileage garage queens that seemed too nice to use for frequent track events and rally drives.

Suddenly, out of the blue, comes a Facebook ad forwarded to me by new FCA-MAR member, Jonathan Licurgo. The ad described an almost perfect example, ironically in Colorado Springs two weeks before our pre-planned trip to Denver to see our new grandson for the first time. Wow, this is too good to be true. And who would have thought of Facebook Marketplace for a Ferrari?

And now for my good fortune in the purchase process; Corey had had the car for the last three years and was pointing out every little flaw, sending pictures, sharing his pre-purchase inspection and service records before we had even headed out to see the car. When we got to Colorado, the car proved to be even better



than advertised and Corey was great to deal with! I think he was a bit surprised by how decisive I was about buying the car. But, armed with the wealth of knowledge of the F430 gained over the previous year, it was a “no brainer”. We even took a few days to enjoy our new Ferrari in Colorado, including Canyon Road out of Golden!

I also want to thank Jamie Park and the Ferrari of Denver team for conducting a thorough PPI and helping out with the logistics of getting my new baby shipped East and even getting a second key. What a great group of folks! And a special thanks to Jonathan for connecting me with Peluzzo Exotic Transport to expedite my delivery after too long a wait by one of the big transportation guys. My lack of patience and excitement was getting the best of me. I also want to express my deep thanks to those who’s

*Above, left: A very happy Randy Stone with the keys to his menacing F430 Berlinetta.*

*Above: Randy at the FCA-MAR Spring Autocross*

brains I picked, taillights I followed ... and all the passionate, extraordinarily knowledgeable club members who are so fun to chat with, drive with and just simply enjoy! I am looking forward to the rallies, car & coffees and especially the tracking experiences to come!

We are so happy with our new Ferrari and have put over 2,000 miles on it in the first four weeks of our possession. *FUN FUN FUN!!!*

*Randy Stone*

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# FCA-MAR Friends Tackle Moab, Utah

by Carrie Neuberger

Moab (UT) is a paradise for hiking, rock climbing, biking and off-road adventures! As the gateway to both Arches and Canyonlands National Parks, the topography is stunning as spectacular views of snow-capped mountains frame towering red rock formations and cliffs that rise from the desert to the bright turquoise-blue sky.

In mid-April, Pat and I drove our Land Rover Defender 90 from Las Vegas to join the Hansin family (Rob, Kristi, Kaya and Corbin) in Moab Utah for three high octane, adventure packed days. It was the most exciting off-roading experience of my life.

The first day we drove down Shafter Canyon Road that connects Canyonlands and the Colorado River with Moab. The first part of the drive was breathtaking (Pat may have said terrifying) as we traversed the switchbacks that somehow manage to permit a descent of the steep rock wall from the canyon rim to the valley floor. 17 miles of well maintained dirt road take you down to the Colorado River and Dead Horse Point where we had stopped the previous day for pictures, and to the famous Thelma and Louise point movie filming location.

Our next off-road adventure took us to Arches National Park, an exquisitely beautiful and wildly popular park renowned for its thousands of sandstone arches and other iconic rock formations that have been shaped by the forces of erosion. The trail to the Eye of the Whale Arch was rocky with a few challenging ascents and descents over the sandy, isolated desert landscape. We walked the last mile with the Hansin's to climb up into the arch while Rob buzzed us with his drone, and Corbin struck yoga-like poses on top of the rocks.

The most hair raising off-road adventure was our ride on "Fins N Things" Trail in Sand Flats Recreation Area. Although the trail



*Above: Carrie enjoying her Defender 90  
Below, left: Rob, Carrie, Kristi and Pat prior to the descent to Colorado River via Shafer Canyon Rd.*

*Right: Scan code to witness initial descent*





is only considered to be moderately difficult, the 9 miles over slickrock fins (long narrow ridges of smooth rock) was incredibly challenging and uniquely terrifying. We climbed steep inclines and navigated challenging descents past obstacles including steep ledges and rock steps that require careful tire placement and control. Sandy sections made the downhill more thrilling as we slid until the fully inflated tires found traction in these areas.

At one point, I remember saying "OK, this is where I get out" so that I would not have to go up a 40 foot, 65 degree rock wall in the car. I attach my terrified video (that I was not even in) as documentation of the incident.

We would never have undertaken the ride on Fins N Things, without Rob, Kristi, Kayla and Corbin Hansin to lead us through the most difficult parts, and provide a sense of security (even if it wasn't real). Sharing this time with the Hansin's made this trip a totally immersive, once in lifetime, extraordinary vacation - in a place that was truly incomparable, doing intrepid crazy feats in our Defender 90 (with fully inflated tires).

### *Carrie Neuberger*

*Below: Rob Hansin easily climbs slickrock in his Bronco, showing Pat (the novice) how it is done*

*Right: Scan this QR code to watch Pat learn he needs to air-down the tires next time he approaches a climb this steep*



Photos and Video by the Hansins and Carrie Neuberger

*Above: Kaya Hansin begins tricky descent on 'Fins and Things'. Both Kaya and her brother Corbin had lots of time behind the wheel*

*Right: Scan this QR code to watch how she does!*



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**FCA-MAR Friends Tackle Moab, continued**  
**by John Swingle**

Moab is a haven for the 4x4 community, something I've known for years but never seriously considered visiting. My off-roading experience was limited to wooded or muddy trails, often resulting in vehicle scratches or the anxiety of getting stuck—an experience I wasn't eager to repeat. However, when my track buddy Mark decided to drive his new Land Rover Defender from Annapolis to Moab solo, I couldn't let him go alone. I flew into Denver, where he picked me and his grade school friend Doug up, and our adventure began.

The landscape of Moab left me in awe. It's a high desert town of 5,000 people, surrounded by towering canyon walls. Armed with a trail guidebook, we opted to start with a moderately rated trail, "Chicken Corners." The drive to the trailhead was breathtaking. Most of the trails in Moab are maintained and overseen by the Bureau of Land Management (BLM). We even saw someone get pulled over on the trail by the BLM, who were in a side-by-side with flashing lights!

The real thrill began when we encountered obstacles on the trail. Picking a good line and hoping to make it through reminded me of driving on the track, where choosing the right line is crucial. The feeling of accomplishment when you navigate through a tough obstacle is incredible because it's a team effort. The spotter, driver, and the snack guy are all essential to a good time on the trails. You grow close because you're all stuck in the same vehicle out in the middle of nowhere if you don't figure it out. Also, many places don't have any cell phone coverage! We spent the next few days on the trails of Moab and took a very short drive north to Arches National Park. While there are many good hiking trails, we chose one of the few 4x4 trails. We found two incredible arches that we walked all the way up to and climbed on. They are a lot bigger up close. What a neat, pristine area. We did our part and packed out everything we packed in.

For a change of pace, and since I always wanted to try one, we rented a four-seater Can Am Maverick X3 side-by-side. This near top-of-the-range model had a 200-horsepower turbocharged motor and 20 inches of suspension travel. We tackled Hell's Revenge trail with this machine and did it in 60 minutes. The big



Photos by John Swingle

difference between this machine and the Defender was the speed you could manage between the obstacles. With that long, smooth suspension, we were doing 15 to 20 mph compared to 5 to 8 mph in the Defender. We had so much time that we did Hell's Revenge twice and both parts of Fins and Things again, all in 6 hours. We were allowed to drive it on the street, but without a windshield, we kept speeds below 25 mph. This is such a specialized, purpose-built machine. I'm glad I got to really test one, and for once, I don't want the new toy. I was incredibly impressed by the off-road capabilities of the stock Land Rover Defender. Its air adjustable suspension significantly improves its approach and departure angles, which were tested to the limit in Moab. I was so impressed that I ended up buying a Defender when I got home.

We then traveled south through Monument Valley and took a memorable photo at the famous Forrest Gump location. It was a trip I'm incredibly glad I joined and highly recommend. Moab offers rentals of all kinds—Jeeps, Broncos, side-by-sides, motorcycles, and bicycles—all properly outfitted, so don't let a lack of equipment hold you back.

*John Swingle*

*Above: John tackles 'Hell's Revenge' in Can Am side-by-side  
Below, left: John (mustard shirt) at Forrest Gump film location  
Below: John's sweet new Defender 110 ready for action!*





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# Spring Autocross

by Lexi Goodman and Indy Jabble

I've always had a desire to push for more. Whether that is in the classroom, with my friends or on the track. But most importantly my desire for more on the track has exceeded all the other things. Growing up in a family full of car geeks it was impossible for me not to be influenced by them. My father, Barrett Goodman, is the definition of a "car guy" and it was about time that I adopted that into my personality. Ever since my first FCA MAR autocross in 2021, I knew that I had a need for more. For me, that meant doing everything in my power to be the driver my father is. That meant I needed to learn how to properly drive a manual car and I began that journey in October of 2023. The days coming home from school and getting in my dad's BMW E46 M3 were filled with excitement, frustration, and determination. While learning manual on such a difficult car, I began to get frustrated just sitting behind the wheel. I wanted to give up, but I knew that if I did, I wouldn't be able to achieve my dream of becoming a driver like my father.

After a few months of not sitting in the car due to frustration, I became aware that the FCA MAR event was coming up in just three months. Knowing that I had to drive this car in front of some of the most incredible drivers I've ever met, I was forced to get over my frustration. I was overjoyed and relieved when I was finally capable of driving this car on the public roads. Soon the day came that I had to drive it two hours to Summit Point Raceway. When I arrived, I was immediately filled with joy when Dylan Adeli told me that I "fit the car" and I "looked confident in it". Little did he know those few words of encouragement was all it took for me to feel confident that day at the track.

I crept up to the start line, my heart beating with anticipation and anxiety. Nervous that I'll miss the gear and rev the engine too much or stall while trying to start, I was overwhelmed with a bucket load of emotions. "You're good to go!" Without a hiccup I shifted from 1st to 2nd and flew through the course. I came to a halt at the end of the line and saw 62.1 seconds on the timer, I was eager for more. I needed to increase my speed, skill, and determination and I knew exactly the person I needed to help me. I called Dylan over to come drive the M3. His skill set is something I aspire to have one day. The minute he gets in the car I watch his hand and feet placement, how they alternate, and where his eyes are looking. Although Dylan may not be my official instructor, he unknowingly teaches me his skills by just driving the car with me in the passenger seat. Once I was able to get back into the driver seat of the car, I was ecstatic to push for more. I wanted and needed more. I wanted to go faster, drive better and try harder and that was what I was going to do. Once I heard the "go" I flew through the course and ended with a time of 54.1 seconds. I was overflowing with joy! This FCA autocross event is one of the reasons I have continued to push myself to be a better driver than the last time. Having a free space to push my limits and explore my new abilities behind the wheel is so helpful for a beginner driver like myself. Without such a welcoming and encouraging environment I would not have been able to drive such a difficult car and feel supported enough to achieve "more". Always a huge thank you to Lashdeep and Fraser for organizing such an amazing event for all of us, it is greatly appreciated, and I cannot wait to be back at the next Autocross in October.



Photos by Pat Transue



*Lexi Goodman*

*Left: Dylan Adeli demonstrates his autocross skills as Lexi learns from the passenger seat*

*Above: Lexi about to attack the course in Dylan's competition kart*



Autocross with the Ferrari Club of America, Mid-Atlantic Region is more than just a sport; it combines automotive passion and camaraderie. Drivers fine-tune their cars, ensuring every tire is perfectly inflated, and every engine is primed for peak performance. There is a palpable sense of community as seasoned veterans offer tips to newcomers, sharing wisdom gained from countless laps around the cones.

I love to offer my advice and do laps with friends. It's truly exhilarating to see FCA drivers like Hamid Adeli, Dylan Adeli, JT, Lexi Goodman, Steve Lefferts, and Sam Friedman push their cars - and their skills - to the limit, weaving through the slalom, taking tight corners, and accelerating on the straights.

The thrill of shaving a second off your time is super exciting and perfecting your technique is pure joy. Experiencing the drive of a 488 Ferrari (Thanks JT Sehmi) was the highlight of my day!

Ultimately, an autocross event is more than just the cars or the competition. It's about the people who share your passion, the friends who become family, and the memories made on and off the course.

If the thrill of tight corners and fast straights gets your heart racing, don't miss the next FCA MAR Autocross on October 6th.

*Judy Jabble*



# 2024 Pennsylvania Concorso Ferrari

by Don Silawsky



Photo by Penn-Jersey

Every year when I am wandering around the scores of Ferraris at Penn-Jersey Region's Pennsylvania Concorso Ferrari I am surprised that I see so few people from our Mid-Atlantic Region there. Except for a Ferrari Club of America Annual Experience (this year's is at Elkhart Lake, Wisconsin in September) and the Cavallino Classic in Palm Beach every January, it's not likely you will ever see more Ferraris in one place than at Concorso—and for so little cost and so close to home.

Penn-Jersey has been holding Concorso every spring at varying locations northwest of Philadelphia for many years. This year's event at the gorgeous Aronimink Golf Club in Newtown Square had 105 Ferraris from eight different decades lined up on the well-maintained grass show field.

In addition to the swag gift bag, continental breakfast, wine tasting and bar service, mercato of Ferrari clothing and merchandise (I understand a rare set of Ferrari service-for-8 chinaware found a new home), and raffle, Concorso has an excellent lunch during which the concours awards are handed out. An unexpected treat this year was the delicious Teuscher truffles shared by one of my generous tablemates.

Ferrari owners can have their cars evaluated at Concorso by a group of judges using the International Advisory Council for the Preservation of the Ferrari Automobile (IAC/PFA). The IAC/PFA is focused on maintaining the originality and authenticity of Ferrari automobiles as well as the elegance and special character of these iconic cars. Volunteering to be a judge at the low key and friendly Concorso is always appreciated and sometimes earns you a terrific shirt! The Senior and Master judges are happy to help newcomers learn the ropes.

This year one of our MAR members took home a Premio di Platino award for his gorgeous 2001 Nero over Cuoio 550 Barchetta, #24 of the 448 built. This Barchetta also has a Classiche Red Book certification from Ferrari.

Pennsylvania Concorso Ferrari is a terrific event and is on my calendar every year. It is very well run, inexpensive (\$95 for everything including having your car judged), and an easy 2-hour 30-minute Sunday drive. I usually bail off I-95 at Exit 93 and go north to Route 1 for a traffic free trip. Give it a try!

*Don Silawsky*



Above: FCA-MAR member took home a Premio di Platino award for his gorgeous 2001 Nero over Cuoio 550 Barchetta

Photos by Don Silawsky



# 2024 Canadian F1 Grand Prix

by Lashdeep Singh

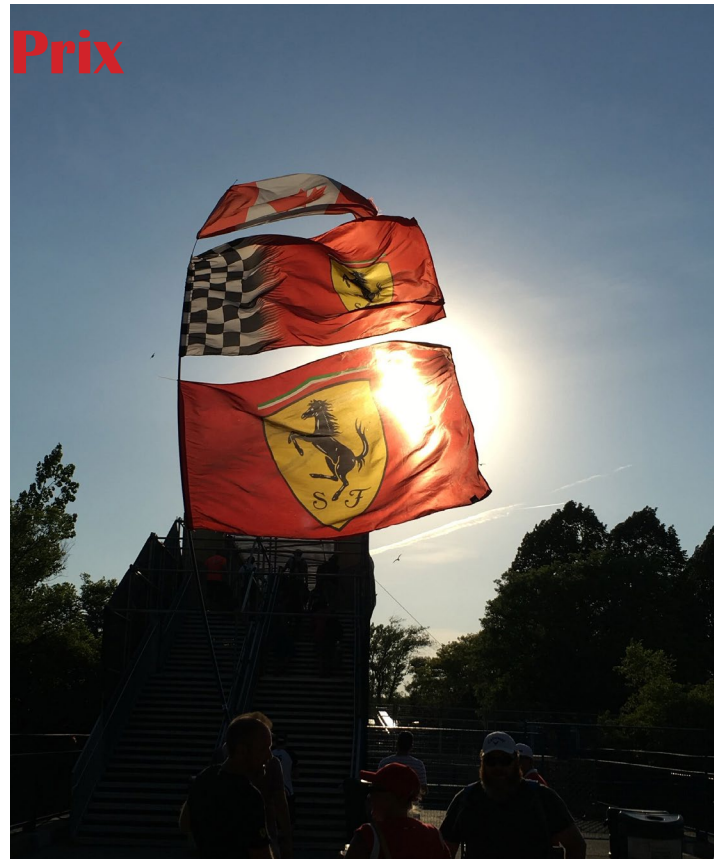
There is no simple way to explain the passion and excitement that the Canadian GP brings to the F1 fan. It offers unparalleled excitement at a very fast and technical circuit and an extensive legacy of motorsports history.

First held as a sports car event in 1961, it alternated between Mosport and Circuit Tremblant after F1 took over in 1967. In 1971, after safety concerns, it was permanently moved to Mosport. In 1978, it moved to its current home at Circuit Ile Notre Dame and Ferrari driver, and Quebec native, Gilles Villeneuve took the first win there in his 312T3.

Ferrari's Jean Alesi took his one and only checkered flag there in 1995. This victory was significant as it was the last win by a V12 engine and Alesi's 412T2 wore the number 27 just as Gilles did before his death at Zolder in 1982.

To say that Ferrari has had success in Canada would be an understatement given their record 14 wins there over the years. This history, along with the close proximity to the DC area, makes it a natural choice for a grand prix destination.

The trip this June marked my 25th year organizing and each installment is somehow better than the last. The city of Montreal and the surrounding regions offer the perfect blend of European flare and a favorable (if sometimes wet) climate. The city truly celebrates their racing history with unbridled enthusiasm. The residents and businesses welcome race fans and exotic cars with open arms and an unmistakable joy.



Photos by Lashdeep Singh



The actual F1 race is just a component of the annual FCA-MAR journey to the Canadian GP. The schedule always includes a group caravan from the DC area with several hundred miles of rally events over the course of the weekend. The evenings are spent at world class restaurants with sightseeing and competitive karting mixed in for good measure.

Even with the myriad of exciting activities and racing, it is the connection and camaraderie brought by our members that is my favorite aspect. If you are an F1 fan and want to share a memorable experience with like-minded Tifosi, then this is an event for your calendar.

*C'est bon!*

*Lashdeep Singh*



Left: MAR members at L'Oratoire Saint-Joseph du Mont-Royal  
Above: Heading out on the thrilling Mt. Tremblant rally



**2024 Canadian F1 Grand Prix, continued**  
by Dylan Adeli



Photos by Lashdeep Singh, Hamid and Dylan Adeli

This year was my third visit to Montreal for the Canadian Grand Prix, and even though others had been to many more, I was starting to feel like an experienced member of the FCA-MAR Canadian GP group. Like the two previous years, I was excited by the energy of the city, the race track, and the MAR group throughout this weekend, and had an amazing time.

I got to experience driving and riding in many special cars, eating amazing food, and talking to many interesting people. And finally, to top it all off, we all got to experience one of the most exciting Formula 1 races in the past couple of years.

Friday started with our traditional drive to Mont-Tremblant outside of Montreal. On this trip, I got to experience the huge 8.4 Liter V10 of a last-generation Dodge Viper, and it was truly one of the most menacing cars I have ever driven. It was a car that somehow found a way to make bright yellow paint look terrifying. Even turning on the car was exhilarating, as the deep V10 roared to life and the bright red Viper logo appeared on the tachometer. One of the most interesting things about driving this car was the amount of torque that it has. I own a Mazda RX8, a high-revving rotary car that needs to rev to at least 5000 RPM to get any power out of it. The Viper was the exact opposite. In fourth gear, at 2000 RPM, the 8.4 Liter V10 pulled the Viper to a staggering speed, all while barely breaking a sweat.

The car seemed to have infinite amounts of torque at low RPMs and would replace it with high horsepower as the engine reached the top of its rev range. The most exciting aspect of this car was despite how scared I was every time I touched the gas, I always found myself going full throttle just to experience that feeling again. This immense power, coupled with a strong sense of handling in the car, made it a very quick and fun car to drive.

After the drive, we had lunch at Mont-Tremblant and exchanged stories. It seemed that everywhere I looked, everyone was in deep conversation, and no one was left out. There was truly a welcoming vibe among the group at every dinner and lunch that we attended, and that was one of the key parts of this trip. After lunch, the rain that had been plaguing us cleared, and we now had the perfect weather to go Karting. We went to Tag Karting Academy, which was very close to the Circuit Mont Tremblant. The kart track was far more established than other kart tracks we had visited on previous trips, as it hosted many regional and national level races in Canada. After a quick qualifying session, we had an exciting race, with some even getting into three-kart battles for position.





After karting, everyone returned to the hotel. However, this was not the end of the night. I left the room to get paninis for the group from a random shop in Montreal's heart, walking through the bustling city that was hyped up for the grand prix. With drinks, music, and car magazines on standby, everyone was invited to our room to drink, eat, and socialize. This is one of the best traditions of this trip, as everyone just relaxed and simply talked about anything and everything. We would do this every night on the trip, even going till 2 in the morning at times. This is when I was able to share my love for the Viper that I had just been able to drive that day, where I was able to geek out about historic F1 cars, and the science of modern F1 cars.

The rest of the weekend was spent branching off into separate groups throughout each day. My father and I visited the track and got to see Ferrari Challenge cars, Porsche Cup cars, and Formula



One Cars. We visited one of the Porsche Cup teams, as a good friend of ours, and a racing coach for me, was taking part in the Porsche Cup Races that weekend. His name is Jordan Wallace, and in his first year of Porsche Cup, he has been running at the front of the field in the Pro-AM class and is a very talented driver. He showed us around the car, even letting me sit in the driver's seat. It was an amazing experience being inside a racing machine like that, and I can't thank him enough.

The next day at the track was spent watching the Grand Prix, and it was truly one of the most exciting F1 races I have seen yet. Thanks to Peter Grenier giving me his seat ticket at the hairpin on Circuit Gilles Villeneuve, which meant I had one of the best views of the race. Of the three grand prix I've been to now, this was the most exciting one and will surely be one of the most memorable in years to come.

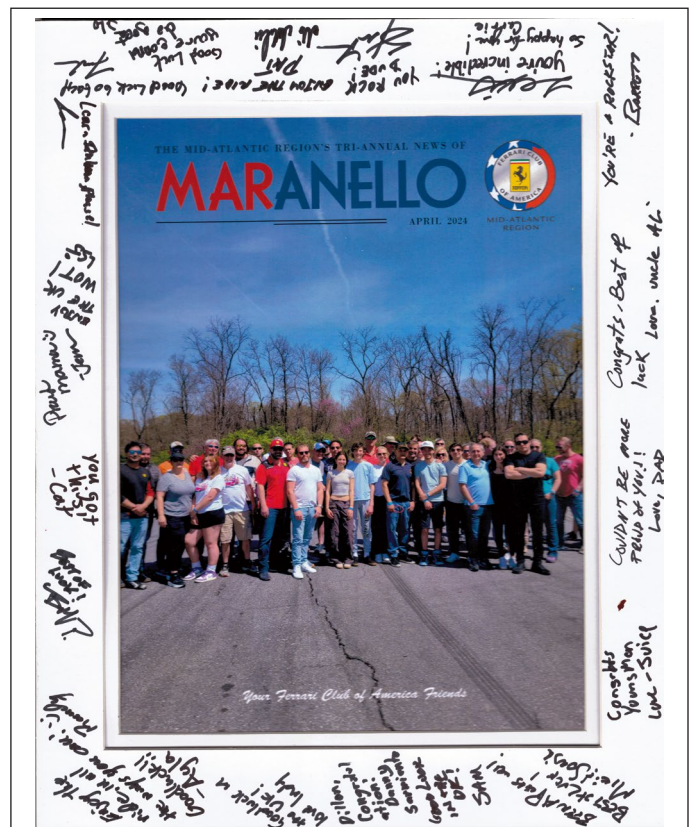
At the end of the day, everyone would reconvene for dinner. On Saturday night, we went to Tre Colori, an Italian restaurant in Chambly. The owner, Joey Petrozza, was a huge fan of the Ferrari brand and thus welcomed the FCA to his restaurant. The Petrozza family is from Calabria, Italy, and the family are avid fans of F1 and Italian Exotics.

Sunday we had our charity fund raiser at Vieux-Port Steakhouse, which provided us with amazing food and service. Our charity was Johns Hopkins Medicine for Dementia.

This year was another great year for the FCA-MAR at Montreal, and I can't thank Lashdeep Singh enough for organizing this. The whole trip was amazing, and I can't wait to experience talking to more of these people in the coming years, to hear more stories, and to tell more of my own.

*Dylan Adeli*

**Editor's Note:** Dylan Adeli is pictured below with his proud father, Hamid, during their recent trip to Montreal as part of the FCA-MAR annual trek to the Canadian Grand Prix. Dylan is heading to the UK to begin studies in motosports engineering at Oxford Brookes. We will miss him but send him our very best as he tackles his next automotive challenge. We know he will kill it! Thanks, Dylan, for your contributions to our club.



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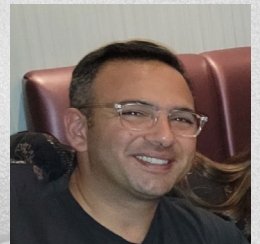


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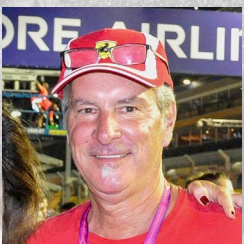


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