

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

MARANELLO

WINTER 2022



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REGION



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REGIONAL DIRECTOR'S MESSAGE



Time for Thankfulness

With the Winter Issue of the News of MARanello we find ourselves looking to the end of the year. This issue allows us to reflect on some of the amazing adventures we have had over the last few months. It also gives us an opportunity to reflect on the experiences we have shared

and the community we have created together. I am thankful to be a part of this community and to have had the chance to get to know so many of you. Our passion for Ferrari, experiential driving, and adventure is infectious throughout the club and it is always so amazing to watch it grow. As we close out 2022, we should reflect on how much different this year has been compared to the previous two and how wonderful it is to be able to enjoy our lives again and the passion we have for Ferrari.

This is also a wonderful time to appreciate the effort so many members have put into operating events, developing publications, and planning the future of the club. I am very thankful to have so many active members who participate and step forward to help make things happen. I want to thank them all for their support and



1962
2022



would encourage you all to also take a moment and say thank you at the next event you attend as well.

The new year will also bring some changes to our board of directors. First off, I want to recognize Ron Johnston and Bill Proctor, who have decided to step down. Both have been long-serving members of the board, and they each have given tremendously to the club over many years. I know they will enjoy a well-deserved break and I offer them my sincerest thanks. Next, I want to welcome our new board members: Mike Tepley, who will be taking over as Secretary; John Mele, who will be taking over as Sponsorship chair; and Phil Waterbury, who will be taking over as Membership chair.

As we look forward to 2023, I hope all members remain as engaged in the club as you have over 2022, when we saw record levels of participation. We have another great year of exciting events coming up and we look forward to seeing you all there where we can continue to share the knowledge, history, passion, and emozione of Ferrari.

NEW MEMBERS

A warm welcome to the following new members:

Byron Bazemore, Reston VA
Edmund Bowman, Martinsville VA
Samuel Campbell, Shelbyville, DE
Jason Cheperdak, Washington DC
Shane Conceicao, Baltimore MD
William Farrell, Roanoke VA
Sam Friedman, Pikesville MD
Sean Heverin, Newark DE
Aviv Kulik, Pikesville MD
Steven Lefferts, Derwood MD
Faran Malik, Manassas VA
Anthony Schiavetti, Falls Church VA
Jatinder Sehmi, Rockville, MD
Jason Smolenm, Bethesda MD
Isadore Starobin, Davidsonville MD
Janice Warnstad, McLean VA
Derrick Ziglar, Martinsville VA

Forza Ferrari!

Frank Privitera



Editor's Note:

This issue, as is the case with each, is only possible because of the contributions of articles and photos, proof-readers and fellow Club members who generously contribute their time to create these events and support this publication. Thanks to all of you!

Pat Transue

NEWS OF MARANELLO, VOLUME 8, NO. 3

FRONT COVER: Photo by Lashdeep Singh, Endless Summer Rally, Rehoboth Beach, DE

IN THIS ISSUE

- | | | | |
|----|----------------------------|----|--------------------------|
| 4 | 2023 PROVISIONAL CALENDAR | 25 | A TASTE OF FALL |
| 6 | FLYING CIRCUS AIRSHOW | 17 | VA FESTIVAL OF THE WHEEL |
| 9 | FCA ANNUAL EXPERIENCE | 20 | FCA-MAR FALL AUTOCROSS |
| 11 | GRAN TOURISMO D'APPALACHIA | 23 | CIRCUIT LE SUMMIT |
| | | 29 | ROCKVILLE CAR SHOW |
| | | 30 | ENDLESS SUMMER RALLY |
| | | 32 | 75-80 DRAGWAY MEMORIAL |



PROVISIONAL 2023 EVENTS CALENDAR

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The events below are a partial list of special FCA-MAR events planned for 2023:

EVENT	TYPE	LOCATION
February 19, 2023 - Sunday - Enzo Ferrari Birthday Party	Social	DMV - TBD
March 5, 2023 - Sunday - Bahrain F1 Watch Party	Social	DMV - TBD
March 18, 2023 - Saturday - Indoor Concourse	Car Show	MD
April 1, 2023 - Saturday - Dominion Lux Open House	Sponsor Event	Thornburg, VA
April 8, 2023 - Saturday - Spring Autocross	Autocross	Summit Point, WV
April 16, 2023 - Sunday - Spring Thaw	Social	DMV - TBD
April 23, 2023 - Sunday - PA Concorso Ferrari	Concour	New Bell, PA
April 29, 2023 - Saturday - Virginia Historic Tour	Driving	Tidewater, VA
April 29, 2023 - Saturday - Treasured Motors Open House	Car Show	New Freedom, PA
May 6, 2023 - Saturday - Spring Karting	Karting	Hanover, MD
May 21, 2023 - Sunday - Old Town Festival of Speed and Style	Car Show	Alexandria, VA
June 3, 2023 - Saturday - Summer Rally	Rally	DMV - TBD
June 15-19, 2023 - Canadian F1 Grand Prix	Driving, Rally, Social	Montreal, Canada
July 8, 2023 - Saturday - FCA-MAR Picnic	Social	New Market, VA
July 16, 2023 - Sunday - Flying Circus Airshow	Social	Manassas, VA
July 19-23, 2023 - Pittsburgh Vintage GP	Rally, Social, Car Show	Pittsburgh, PA
August 18-21, 2023 - Grand Turismo d'Appalachia	Rally, Social	WV, MD, PA (Appalachia)
August 25-27, 2023 - VA Festival of the Wheel	Car Show	Charlottesville, VA
September 3, 2023 - Sunday - Gran Premio D'Italia Watch Party	Social	TBD
September 10, 2023 - Sunday - Fall Autocross	Autocross	Summit Point, WV
Septmeber 30, 2023 - Saturday - Treasured Motors Open House	Car Show	New Freedom, PA
October 8, 2023 - Sunday - Fall Karting	Karting	Hanover, MD
October 14, 2023 - Saturday - Rockville Classic Car Show	Car Show	Rockville, MD
October 21, 2023 - Saturday - Tidewater Fall Rally	Rally, Social	Tidewater, VA
October 28-29, 2023 - Endless Summer Beach Cruise	Rally, Social	Delaware
November 12, 2023 - Sunday - FCA-MAR Turkey Trot	Rally	MD
December 9, 2023 - Saturday - Holiday Party	Social	TBD

NOTE: Event details are preliminary and subject to change. Please look for your monthly email Blasts for updates on these and other events!

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Flying Circus Airshow

July 17, 2022



Words by Vince Dova

Fast Cars and Slow Airplanes...

The siren-wail of a Ferrari V-8 is surely one of the world's great noises. Just as sonorous in its own way though, is the gruff baritone of an air-cooled, radial piston aeroengine. As luck would have it, I recently got to abuse what's left of my hearing with both on the same day.

Last Fall, in one of those I-can't-believe-this-has-been-here-the-whole-time-and-I-didn't-know-about-it-moments, I learned about the Flying Circus Aerodrome—a rural grass strip that has

been hosting an old-school barnstorming airshow every Sunday from May to October since 1970. The day I went, members of a Corvette club from Norfolk had shown up in force. That, of course, got me thinking. A few weeks later, over lunch on an FCA drive through Delaware, the thought finally tumbled from my big mouth: "Man, I got a great idea for a club event . . ."

Note, after twenty years in the Navy (which, in case you don't know, stands for Never Again Volunteer Yourself) I generally avoid signing up for optional responsibilities. However, once I'd said it—in public, and with witnesses—I couldn't wave-off.

Being this would be the first time I was organizing a club event, I got abundant advice, help, and support. That's just the way the MAR is, and I'm thankful for it. My biggest struggle was with Google Maps, which, it turns out, does not consider going from Point-A to Point-B by the curviest, least crowded roads to be a money-making use-case. A little help from Eric Tich (and Youtube) got me through that hurdle—eventually. Which is good, because I think Rule #1 on planning an exotic car rally through the countryside is "Don't get lost."

Above: Enthusiastic FCA-MAR participants pose in front of vintage biplane

Left: Danny Sarmiento bravely prepares for flight as Jay Bradley looks on





Photos by Eric Tich

Rule #2 may well be “Have a good place for lunch.” That part was easy. The Two Silos Brewery complex near the Manassas Regional Airport offered a perfect jumping-off point for the drive, with excellent food and drink, and an all-day backyard party atmosphere. Meanwhile, at the Flying Circus itself, head-honcho Justin Currier set us up perfectly with our own paddock area and covered seating.

With all the details set, and my own 85 308 up-and-running after some unscheduled maintenance (If you went to this year’s Spring Autocross, you might have seen the old girl going home on a tow-truck) the only thing left to worry about was the one thing I couldn’t do anything about: weather.

Pilots watch the weather a lot. There isn’t one professional aviator who doesn’t consider his or her own meteorological prognostication superior to the official forecasts made by Earthbound “weather-guessers.” And yet, those official forecasts had me in a pessimistic mood. As I drove out to Manassas on the morning of the event, I kept looking up at the wet clouds overhead and wondering. Never mind the airshow, who drives a Ferrari in the rain, on purpose?

Owning and driving an Italian car does speak to a certain optimism about life however—as evidenced by the fact that there was already a red California T waiting at Two Silos. Ten minutes

later, we had a respectable convoy of nine Ferraris (plus a mid-engine Toyota, a Corvette, and big, shaggy dog). The forecast rain showers, on the other hand, turned out to be a no-show—and we were all thankful for that.

To accommodate our furry friend, we ate lunch al fresco, making use of the abundant outdoor seating at Two Silos (vice the private inside loft I’d reserved). Honestly, we could have stayed twice as long, just talking and hanging out. That’s the danger of having the lunch first, I suppose. Fortunately, someone was watching the time and reminded me that we had places to go. (Might have been the dog. They’re good for that sort of thing.) So, we gathered ourselves up and walked out to start our engines. Thankfully, mine started, (Small favors!) and off we went.

It wasn’t a long drive—just 30 minutes or so—and we might have made it to the aerodrome a few minutes sooner if not for a slow farm vehicle on one stretch of two-lane country road, but my Google Maps route behaved itself and no one got lost. Win.

Above: The group enjoys lunch at the meetup destination - 2 Silos Brewery in Manassas, VA

Below, left: Vince Dova delivers pre-event instructions

Below, right: Vince’s beautiful 308 at the airshow parked in front of a row of vintage aircraft



Flying Circus Airshow (continued)

Now, if the only airshows you've even been to are the super-sized kind that happen at military airbases, do yourself a favor and check out the Flying Circus. Yes, the planes are a little slower than your average jet demonstration team. But they aren't thousands of feet away. They take off and land right in front of you, close enough to smell the hot oil and exhaust. And, if that's not enough, pay your money to the nice lady inside, and you too can strap into the front cockpit of a vintage biplane for your own private airshow. Good luck getting that from the Thunderbirds or Blue Angels.



After an afternoon of watching rumbling vintage biplanes trace colorful arcs across the sky, marveling at a daredevil teenage wingwalker, and enjoying all that lovely round-engine noise, the show was over—but not the event. After all, if you don't take photos, it didn't happen. So, we rolled two of our red cars onto the field and posed them with one of the circus's vibrantly hued Steermans for the mandatory group picture. Professional aviation photographer, and all-round nice guy, Vern Poole did the honors. (And, late that night, he even swung by my house to return the digital SLR I managed to accidentally leave behind at the airfield. Grazie!)

All-in-all, I'd call it a successful first foray into FCA event planning. As my wife put it to me later, "you got to play with cars and airplanes all day, and BS with a bunch of other pilots and car-people. So, basically, your perfect weekend?" Yeah, that pretty much sums it up!

Vince Dova

Note from the Editor: The FCA-MAR Board thanks Vince Dova for organizing this wonderful event. If you have an idea for an event, or would be willing to volunteer to help with an event, please please reach out to the FCA-MAR Events Coordinators.

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Ferrari Club of America 2022 Annual Experience

Every year (almost) since 1964, the Ferrari Club of America (FCA) has held an *Annual Experience* in or near a major city in North America close to a road racing track and hosted by a local FCA club or region. These annual conventions include a track event, competitive (via questions to be answered) and pleasure rallies, and an endless series of receptions, seminars, *Mercato di Ferrari* vendors, karting, lunches, and dinners. There not only is something for everyone, there are multiple somethings for everyone, like an entire year of Mid-Atlantic Region events in just five days.

The principal event, though, is the *North American Field and Driving Concours* (as FCA calls it), THE place to have your Ferrari examined in almost excruciating detail (many participants would delete “almost”) and compared to the hundreds of specifications and details the car had when it first left the factory.

And if this isn't enough stress—errr, I mean pleasure—the *Coppa Bella Macchina* award competition starts with concours *Platino* award cars (97 points or higher) and adds additional static and underway tests. One step beyond this, and the highest award an individual can receive at a FCA annual meet, is the *Coppa GT* award. It is given to only three individuals during an annual meeting and requires them to demonstrate “competent driver skills on the track (with their car) and a qualified evaluator.” OY!

The *2020 Annual Experience* was to be held in Portland, Oregon but postponed because of the covid pandemic. Conditions the next summer were still sketchy so that event was moved to Sebring, Florida in November. That set the stage for the *2022 Annual Experience* hosted by the FCA Canada East Region at the year round Mont-Tremblant ski resort in the Laurentian Mountains northwest of Montréal, Canada July 23-27. Close by was the *Circuit Mont-Tremblant* road race course where legendary Ferrari Formula One team driver Gilles Villeneuve obtained his racing license and launched his meteoric career.

Below: The Mont-Tremblant Ski Village
Below, right: Surfeit of Ferraris



Photos by Donald Silawsky



Above: Don, next to his always popular 365 GTC at HQ Hotel

I attended the *2018 Annual Experience* in Corning, New York and Watkins Glen International and had a nice time except for the one day disappearance of charging amps from the alternator in my 1969 365 GTC. (The reprobate electrons either took pity on me after my two periods of frustrated random wire jiggling, got homesick, or partied through all of their wallets as they returned to the alternator the next day.) I planned on attending the *2022* event in Mont-Tremblant as soon as I saw the announcement about it.

From the 2018 annual event I knew I wanted to stay in the FCA headquarters hotel. The shorter the distance back to the



FCA 2022 Annual Experience (continued)



Above: Don enjoying time in 1966 Filipinetti team 206 SP Dino
Below, right: Don with FCA-MAR member Randy Moss

room after receptions and dinners the less chance of too many margaritas creating a problem, and having to drive and find parking at the HQ hotel to attend events would be too much hassle (see the photo of the hotel driveway). Again from my past experience I knew that rooms at the HQ hotel fill up very quickly. I made sure to be plugged into the hotel website within the first minute it went live for registration.

Once registered for the hotel and event activities I began thinking about how I was going to get my 1969 365 GTC to Quebec. One obvious choice was to just drive it, but I soon realized that the trip would be more than a “just” drive for a number of reasons: (1) At ~1,600 total miles, the drive would be two and a half times longer than I had ever done in the car. (2) Most of those miles would be at highway speeds with 4+ million engine revs at 3,300 rpm and higher, perhaps a lot to ask of a 53 year old motor. (3) Remembering the trip to the Canadian Grand Prix in 2019 in my former 2010 Ferrari 612 Scaglietti OTO, when a front wheel was seriously bent when it slammed into a two inch discontinuity in road surface heights coming off a bridge in New York (I won't say who was driving the 612, but his first name rhymes with “Lashdeep”), I knew from experience that mechanical issues were always possible and could ruin the entire trip.

Most importantly, while I had a lot of confidence in the car after *Maestro Ingegnere* Richard Capoccia at FCA-MAR Sponsor, Competizione, had it running wonderfully, especially with the new shocks and springs installed last winter, I had less confidence in my own 74 year old physical ability to do the drive. I discovered this in April when I drove the GTC 135 miles one way to the *Pennsylvania Concorso Ferrari* and had pretty intense pain in my right foot and leg that was stuck to the accelerator for a couple of hours with no cruise control for any relief. When I arrived home in the evening I was hurting and totally gassed. Mont-Tremblant was almost five times that distance! Splitting the drive over two or three days in each direction was more time than I wanted to be away from home and added hundreds of dollars of hotel costs to the \$500+ for fuel.

Running the idea of driving the GTC to Quebec against friends yielded an almost universal “Don't do it!” but I still wasn't ruling it out (*Saepe Fallor Nunquam in Dubio*: Often Mistaken, Never in Doubt). What flipped me in the other direction—transport—was a connection by Ferrari buddy Ed Petrow to Gary Cohen of the FCA Penn-Jersey Region. Gary has a stunning Testarossa and wasn't keen about driving it to Mont-Tremblant and possibly affecting its score in the concours and *Coppa GT*. He also had four buddies with Ferraris with the same thought so was contacting commercial companies about transporting. My 365 GTC could fill the final spot in a six-car enclosed semi trailer.

I wanted the trip to be fun, not an ordeal, so couldn't resist Gary's arrangement with Reliable Carriers, the largest enclosed auto transport company in North America. Transporting the GTC would cost more than driving it to Quebec, but the net cost after subtracting the additional hotel and fuel costs for the drive seemed very reasonable to scrap two to four extra days of travel and as insurance against something happening that would ruin the entire trip. Reliable's driver, Brian Halloran, who has been with the company for 28 years, was the consummate pro. Driving to Mont-Tremblant with three friends in my 2018 Porsche Panamera Turbo S E-Hybrid Sport Turismo was an easy one day trip that validated transporting the GTC was the right decision.

While I am glad that I went to the *2022 Annual Experience* and enjoyed the first rate facilities and Laurentian Mountain scenery, I would have to think twice about attending another annual event. My total costs for two people at the five-day event were \$3,200. Transport for my car doubled that. I have been spoiled by the extensive “somethings for everyone” put on by our own Mid-Atlantic Region that I can drive to in an hour or two and don't cost very much. Penn-Jersey Region's *Pennsylvania Concorso Ferrari* had three times as many Enzo Era Ferraris and close to the total number of cars that were on the Mont-Tremblant show field and cost just \$95, including a nice lunch!

Donald Silawsky



Gran Turismo d'Appalachia Festa Sessant

August 5-8, 2022



Words by Randy Stone

A new member's first FCA outing...

My wife Gail and I are brand new members of the FCA-MAR group and jumped in with both feet at the four day, 2022 Gran Turismo d'Appalachia Festa Sessant in August. It was an amazing weekend. We started off at Ferrari of Washington being visually greeted to a 40+ foot long table adorned in Ferrari yellow and red with all the fancy accouterments laid out right through the middle of their newly remodeled showroom.

Oh, and there was a delicious spread of fine breakfast fare to go with it. Gail and I received a fantastic warm welcome from the super friendly FCA members as the place filled up. Did I mention we were brand new to the club? Nice way to start the weekend and begin to meet the FCA-MAR family!

After the exquisite food, introductions and instructions we jumped into Gail's GranTurismo with maps in hand. Kudos to Eric,

Amy and the folks for an excellent pre-outing package complete to every detail including QR codes that pop up navigation for each segment of the Gran Turismo, a beautiful drive into the Virginia countryside. At our first stop we took a rest, and is where we met up with Ken and Jeanette who had just driven their 1984 400i down from the finger lakes to participate. Then off to lunch at Gennaro's Italian Restaurant where Rob and Kristi joined up, having driven their F12 up from Virginia Beach. And I thought our coming up from southern Maryland was a bit of a distance ... oh no, as when we arrive at Wisp to the champagne social, we met a number of other members including Peter and Chrissie who had

Above: Four participants pose for group photo taken by Ohio Chapter ARD, Cindy Pennington

Below, left: Randy and Gail Stone

Below, right: Pre-tour breakfast hosted by Ferrari of Washington





Photo by Randy Stone



Photo by Carrie Neuberger

Above: First pit stop after leaving FoW

Right: Exhilarating drive to Wisp Resort

Below: Group photo at Wisp, with 512TR and F12 faceoff

driven their red 360 all the way up from the Outer Banks. That evening we had a savory dinner at the Pine Lodge Steakhouse where we got to know even more of the fabulously friendly group. So that was day one of four. Wow, what great people.

It's funny that the first thing Gail had said when I told her I had joined FCA was "why would you join when we don't even have a Ferrari?"... (prolog: "yet"). We got to know more of the great FCA-MAR family and had a fun time exploring Wisp for a couple days with all kinds of available activities like zip lining, mountain coaster, hiking and more. Then on to Capacon Lodge in Maryland via Frank Lloyd Wright's Fallingwater and Stone House restaurant in PA, followed by some beautiful open and twisty roads through West Virginia and Virginia. Gail loved the people and places; I loved the drives! Don't get me wrong the people and places are great but the drives were so much fun. I learned a lot about spirited driving from our new friends by tailing almost everyone in the group at one time or another. This was one very experienced

group including former race car drivers and even a current track instructor. Everyone was soooo willing to share and talk cars; I was so jazzed. And this is where my research of what Ferrari to buy really gets started (but that is another article to come).

We crisscrossed between four states in our over 530 mile tour. And I would be hard pressed to say how many times we crossed state lines or how many "Ferrari moments" were had before the event culminated at Dan and Julie Smith's garage-mahal. They had arranged for an amazing lunch cooked up and presented by a professional Italian chef! Much thanks to them for opening their home, the exquisite food and sharing some wise words on what Ferrari to get. lol

Randy Stone



Photo by Cindy Pennington

Gran Turismo d'Appalachia (take two)



Photos by Carrie Neuberger

Words by Pat Transue

This year's FCA-MAR annual invasion of Appalachia was full of memorable moments. Eric Tich did his usual superb job of finding roads that were a joy to drive, offering stretches of satisfying speed followed by challenging curves, with gorgeous scenery including quaint little towns where locals marveled at our colorful cars as we tiptoed down main streets.

Seventeen cars departed FoW Friday morning and largely managed to stay together (except for three of us hooligans) throughout the day as we met first for lunch at Gennaro's Italian Restaurant in Moorefield, WV and then continued on to Wisp.

Saturday morning, day two of the Gran Turismo, featured a creative rally organized by Phil Waterbury. It required participants to answer a series of questions relating to scenery at specific mileage points. The roads Phil had selected were absolutely fantastic! They were well-maintained, with very light traffic allowing our caravan to drive quickly through the mountains for long stretches of time. For those of you thinking about joining us for a rally for the first time, note that one of the key benefits is our events team does a tremendous job of finding roads that offer gorgeous scenery, low-traffic and lots of turns!

After returning from Saturday's rally, we had the opportunity to enjoy the many outdoor activities offered at Wisp and the nearby Deep Creek Lake community. Some enjoying a motorboat ride on Deep Creek Lake, others zip-lining or flying downhill on the Wisp mountain coaster. The day's activities helped create an appetite for dinner, provided at a yurt reserved for us behind the resort. As has become a tradition for this event, the FCA-MAR members enthusiastically participated in a raffle to support charity. This year \$800 was raised for Humanitarian Aid for Children in Crisis | UNICEF USA.

Sunday morning we departed Wisp with groups heading to one of two Frank Lloyd Wright designed homes, Fallingwater and Kentuck Knob. Eric arranged for us to have passes in advance and we enjoyed a relaxed and very thorough tour by a very knowledgeable docent. And, it goes without saying, Eric found great roads for us to enjoy for the drive from Wisp to Fallingwater.

Pat Transue

*Above: A key sign in Phil Waterbury's creative Saturday rally
Below: Frank Llyod Wright's Fallingwater masterpiece
Over: Scenes from the Gran Turismo d'Appalachia...*





Gran Turismo d'Appalachia (continued)

August 8, 2022



Words by Eric Tich

And the fun continued...

This year, we decided to extend the Gran Turismo with an optional extra night's stay. So after our visits to the Frank Lloyd Wright homes and a great lunch at the Stonehouse Restaurant, we said our goodbyes and a smaller group of 10 cars set out for Cacapon Resort in nearby West Virginia.

We had planned a route that included some fun driving and, as usual, the West Virginia roads didn't disappoint. Mother nature, however, had other ideas. We were about 2/3 of the way to our destination when we started noticing a lot of standing water and downed tree limbs along the road. Clearly a heavy storm had come through recently, so with caution being the better part of valor, we stopped to put the tops up on the convertibles. And it's a good thing we did, because just minutes later, the skies opened up. But we carried on without incident, once again proving that Ferraris do not melt in the rain.

Cacapon Resort is a full-service hotel and spa that is situated within Cacapon State Park and operated by the West Virginia Park Service. When we arrived, we were greeted in style by park rangers in uniform, who guided us to our reserved parking spots. Once inside the lodge, we snacked on fresh-made brownies and enjoyed some cool drinks while we checked in. True VIP service! We had a few hours to relax and take in the beautiful surroundings, before gathering again for a nice dinner in a private banquet room at the lodge. Oh, and we may have also visited the adjacent full-service bar...

The next morning, we were greeted by a beautiful summer day. After breakfast, we headed south along the foothills of the Appalachians, with gorgeous mountain vistas on both sides. Our destination that day would be Dan and Julie Smith's home in New Market, VA.

Top: FCA-MAR member cars parked at Dan and Julie Smith's incredible garage

Right, above: Eclectic group of cars await inside

Right, below: Enjoying great food, drinks and friends!

By way of background, Dan and Julie relocated to New Market a few years ago, and since that time, have constructed a 5400 sq ft "car barn" on their property. (We featured the car barn during our 2022 Virtual Enzo's Birthday Party event.) With space for up to 16 cars, plus a lounge, kitchen and office, it's an ideal place to work or play – and perfect for a car gathering.

As we were nearing New Market, there was an urgent message on the group chat from Jeanette and Ken Battle – their 1984 400i (aka, the "Battle Ship") had lost an alternator! Fortunately, it has two (who knew?), and Ken was certain that they could make it to the Smith's before the battery completely discharged. Suitably assured, we pressed onward, but we'll come back to this topic later...

When I had first asked Dan to host the final stop of our tour, I was envisioning a simple and informal gathering, maybe with some sandwiches and soft drinks. Little did I know that Dan had

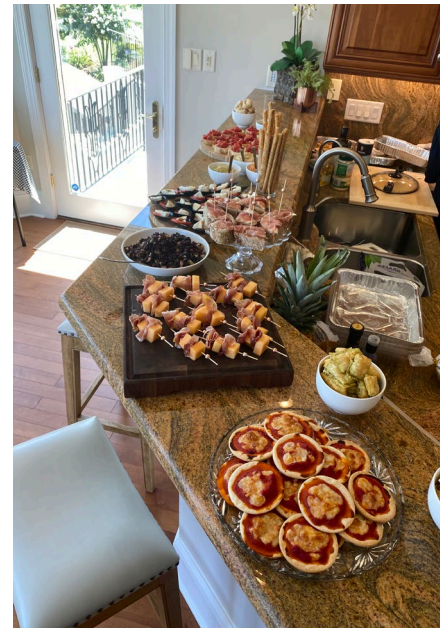




Above Dan, Julie Smith and friend take a break from supervising the efforts behind them

Above, right: Impressive lunch created by Luna and Greta

Below, right: Ken wrenching on his poorly-behaved 400i



a more elaborate plan in mind. We arrived to find that Dan had invited some of his local car buddies to join us, and there were already some interesting cars on display outside.

Dan directed us to head into the car barn, where we were greeted with a champagne reception (which is sort of becoming a recurring theme for our events!) and an amazing display of cars on loan from Dale Adams, a local collector. The cars included a Mazda Cosmos rotary, a Nissan Escargot, a Toyota Land Cruiser Fire Truck (all three of these being Japanese domestic market with right-hand drive), a Plymouth Belvedere with a 426ci slant engine, a Nash Metropolitan pulling a custom matching boat (this combo won Best in Show at Sully Field Plantation this year), and a 1990 ZR1 Corvette. It was an eclectic collection, and each car was unusual and generated plenty of discussion. We admired the cars, mingled, and swapped stories until Dan told us it was time to head over to the house for lunch.

There another surprise awaited. Dan had recently befriended Luna Chiarito and Greta Gnaore, two women from Italy who were living temporarily in central Virginia. Luna and Greta graciously prepared lunch for us, and it was a true smorgasbord of Italian delights – pancetta, prosciutto, bruschetta, pizzette, polpette, paninis, tramezzini and much more. For dessert, there was tiramisu and salame al cioccolato. And of course, plenty of Italian wine. We were all blown away by the variety of delicious food. It was a slice of Italy right there in central Virginia, and there couldn't have been a more appropriate meal for the end of our tour.

Now back to the 400i... Fortunately, Dan's car barn is not just for show and display, it's also a place where some real work can get done. Ken brought his 400i inside and the problem was quickly isolated to a failed alternator belt. Fortunately, he had a replacement in the box of parts he keeps with the car (always a

good practice with any 38-year-old Ferrari). Ken and a few others struggled with the belt for a couple of hours, and after most of the guests had departed, Dan also joined in. After receiving some advice from one of our FCA-MAR sponsor repair shops, they finally got the belt replaced, and the Battle Ship was once again on the road. A car show, Italian lunch and repair work – Dan's garage is certainly a full-service operation!

Thanks again to Dan and Julie for hosting a memorable close-out to a fantastic four-day event. I'm sure we'll be back with more episodes of "Dan's Garage" in the future!

Eric Tich



Virginia Festival of the Wheel

August 26-28, 2022



Words by Dan Smith

While the 2022 Virginia Festival of the Wheel did not feature Ferrari, our brand and the FCA still made a mark bringing home multiple awards! The theme for this year was “Cars of the Autobahn” and featured classes for Porsche, BMW, Audi, and Mercedes-Benz. The special guest was Hurley Haywood, famed road racing endurance driver. His story over dinner of going up the Le Mans Mulsanne Straight at night, in the rain, at 200 MPH, while not being able to see far beyond the nose of his car was shocking for the audience!

Taking First Place in the Exotic Sports Car Category was FCA Member Allie Ash's 1992 F40. Based upon the amount of people around his car all day, I was shocked he didn't also take the People's Choice Award. Special honors went to John Hirt's 1991 White Testarossa which was awarded the Chairman's Choice Award with mention of the TV show Miami Vice in the presentation. While not a Ferrari, FCA member David Ogburn took home First Place with his 2011 GTS RS in the Porsche II class. Another club member brought his E Type Jag versus his Ferrari, a very brave move. Over lunch during the drive on Saturday, I mentioned that just one of the three E Types breaking down on the drive over was an acceptable loss only to have his quit with a failed ignition switch on the way back to the hotel. I won't mention his name, but he should have brought his yellow 360 with the yellow wheels...

The setting at the Boars Head Resort is always a great venue for this event, and meeting car folks of different brands is always fun. However, the best part of the event it is for a great charity, the UVA Cancer Center Patient Care Fund. Hats off to the volunteer team that runs this event each year and hope to see more FCA members attend in 2023 (even if you bring an E Type...)

Dan Smith

Right, upper: Allie Ash's 1992 F40, first place, Exotic Sports Car category

Right: FCA-MAR members: David Agburn, Dan Smith, Julie Smith, Cynthia DeCanio, Rudy DeCanio, Marianne Lumsden

Top: John Hirt's 1991 Testarossa, Chairman's Choice Award





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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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FCA-MAR Fall Autocross

A tight track with cones everywhere. An E36 M3 waiting at the starting line. A marshall waiting for the signal. This was my first experience pushing a car to the limit. The marshall gave me the signal to go and I went for it. I cautiously rolled off the clutch, but then got straight onto the power. The car launches forward and to the side as I throw it through the corner. Left, right, left, right through the slaloms. I make it to the back section of the track through a long left hander, trying to keep the car from oversteering and understeering because of the wet track surface. I throw the car through another set of slaloms and then a very slow right hander, as the car struggles for grip. I get back on throttle and fly through the timing zone. At 16 years old and after having my license for around 4 months, this was my first experience autocrossing a car. After years of racing karts in real life, and race cars on simulators, I finally got to race a car.



Words by Dylan Adeli

This event was an autocross on the Washington Circuit at Summit Point, organized by Lashdeep Singh and the Ferrari Club of America Mid Atlantic Region. Over the course of the event, I got faster and faster on the course, driving in different cars almost every time. The ability to switch cars constantly was what made this event even more fun. I was able to ride along in lots of different cars, from the Mustang GT350, a Ferrari 430, and the Porsche 718. I also got to drive different cars too, which helped me learn a lot about the differences that can make them so unique.

The two craziest cars I drove were a Corvette C8 and Lotus Elise, cars that were in some ways on completely opposite sides of the spectrum. The Corvette — a powerful, big, but still agile car. The Lotus — a low power, but very light and small car. While being completely different, they were both weapons on the track.

I only got to do one run in the Corvette, but the little bit I did was insane. Until the point, the fastest car I had driven was an E46 M3, so the jump to a 500 hp Corvette was a bit ambitious. The car had too much power for me to handle, but the handling still was able to support that power, making it a very capable car for this event. Finally I understood all the hype behind the Corvette C8. I believe if I did just a few more sessions, I could've put down my fastest time in that car. However, the car that I did get to drive for a lot of sessions was the Lotus, and I am glad that I did. The Lotus was so unbelievably raw compared to all the other cars I had driven that day. The interior was a very simple, with the only goal being to show the necessities, so that as much weight as possible could be saved. The clutch was very unforgiving compared to the heavier cars which gave a little more room to switch gears. All of this, however, made the Lotus a very fast car around the corners.





Left and Above: Mike Tavenner (Porsche), Mike Tepley and Eric Tich navigating the challenging Summit Point autocross track.



Valentino Balboni:

On hand as a special guest for the Autocross was legendary Lamborghini factory test driver, Valentino Balboni. Valentino became a test driver in the late 1960's, working directly for Ferruccio Lamborghini. His first major development project was the famed Countach, and he remained active as chief test driver through 2008. Since then, he's continued as a consultant and ambassador for Lamborghini, which is how he ended up at our Autocross!

During the post-event happy hour, Valentino spoke to the crowd for about 30 minutes, giving us his thoughts on many automotive topics, providing interesting tales and anecdotes about testing cars (which in that era was done on the public roads around the factory!), and answering all of our questions. Afterwards, he stayed for another half hour just to take photos and sign autographs -- a true gentleman!

Some fun facts -- his favorite Lamborghini is the Countach (you never forget your first), his current car is an Audi (keeping it in the family) and he's never personally owned a Lamborghini (even though a special Gallardo LP550-2 "Valentino Balboni Edition" was released in 2009). He also told us about the time he came across Enzo Ferrari while he was out testing a car -- he tried to speak to The Commendatore, but Enzo, unsurprisingly, remained silent and hid behind his dark glasses.

I ended up setting my fastest time in this car, and it was the quickest, but in some ways, most difficult car I drove that whole day.

My whole life I had been racing karts and only experiencing cars in video games. I'd started to approach the age where I would be moving from karts to cars, but honestly, I had never been that excited about the move. After this day however, moving to cars couldn't come quicker. Karts will still always be a part of my life, and I will always love them, but cars are my future, and I can't wait to start racing them, pushing harder and faster than I did that day autocrossing.

Dylan Adeli

Below: Valentino Balboni, former Lamborghini Factory test driver poses with Hamid and Dylan Adeli



Eric Tich



Fall Autocross (take two)

Being born and raised in England has given me a unique perspective on motorsports. Over there, racing is part of our culture. Formula One, and everything that goes along with it, is something that almost everyone talks about. Whether it is watching the races together as a family, or attending in person just a short drive away, it is part of our lives. With Sports Cars and motorbikes, you have a popular culture of competition!

From a young age, I've always been into cars. My Dad, who worked at BSA and Triumph, and brothers were probably the reason why I enjoyed them so much. After moving to America, my husband, Lashdeep Singh, was the reason I started to enjoy them much more than I did before.

FCA-MAR puts on some nice driving and social events but their autocrosses are what really interest me. The European in me only knows one way to drive and that is fast, so these competitive events are the ones that I don't want to miss.

I attended an SCCA autocross school about ten years ago and that was a very memorable experience for me. It taught me the correct way to drive and that I really enjoyed pushing a car. In my professional career, metrics are everything. They tell you what is wrong and what is right. The timing aspect of autocross does the same...there is no way to fool the clock.

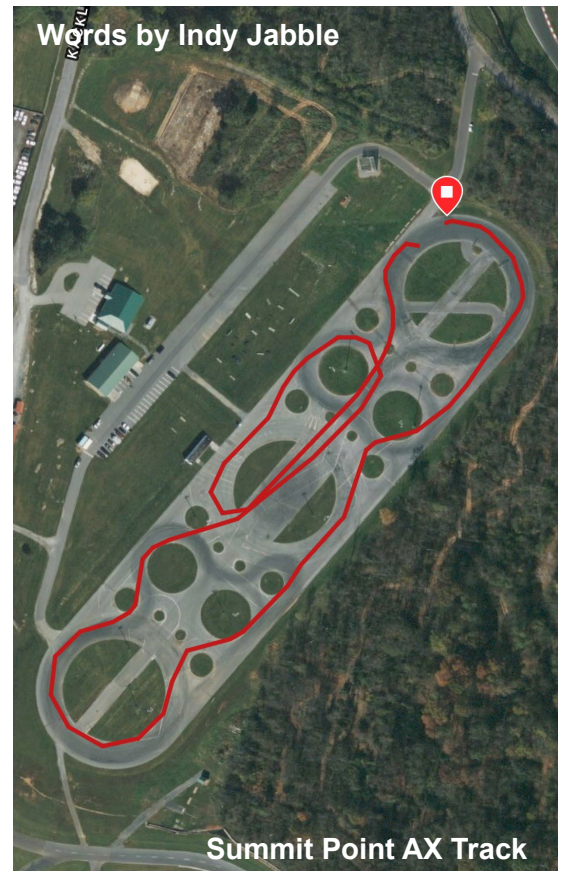
In the spring, our club was covered by Maryland Public Television's Motorweek program. I was interviewed on camera as one of the few women who autocross and it was an amazing experience.

The FCA-MAR put on one this past September, which usually has great weather but not this time! The day started with rain and I worried about how my session was going to go. Thankfully, the course dried and it fortunately turned out to be a great day.

The thrill of being behind a car and perfecting my skills and time is something else that you will never experience on the road. Being part of the FCA, and participating in the autocross gives me the entire day to get to know my car, interact with likeminded people and sit with some very experienced drivers.

After a day of driving, a special guest joined us... former factory Lamborghini test driver Valentino Balboni. He arrived with another group that joined us later in the afternoon. Mr. Balboni told us about his beginnings sweeping floors at the factory and how he was taken under the wing of Bob Wallace who was then the factory test pilot. He then recounted his career driving at amazing

*Below: Indy expertly attacking the Summit Point course
Below, right: Indy on Motorweek coverage of FCA-MAR AX*



speeds across the Italian countryside. I particularly enjoyed his stories about meeting the other Maserati, Ferrari and Detomaso test drivers while out in the field. Of course, they all raced each other after exchanging greetings. What a legend and what a pleasure to hear his stories and experiences!

I've done a few autocrosses in my time but the FCA-MAR puts on the best ones twice a year to provide the ultimate driving experience. It has made me a better and safer driver. I am able to push my car to its limits and be in a controlled environment doing it. The different course layouts for each event take you out of your comfort zone every time. The FCA does an amazing job bringing so many different people with different skill levels together for a unique day. If you have an interest in driving your car in the way it was designed to be used, don't miss the next one!"

Indy Jabble

Circuit Le Summit



Words and photos by Randy Stone

Ferrari of Washington Track Day

Ferrari of Washington hosted an unforgettable track day at Summit Point Motorsports Park with twenty cars and drivers including a half dozen or so FCA-MAR members represented, including Rick Greer with his daughter, and KJ with his 430 Scuderia. More about them later - first I want to talk about the event and the Tifosi mind-blowing array of Ferraris being tracked.

FoW hosted the Ferrari-only event which was kicked off with a not-to-disappoint breakfast followed by a driver's meeting where expert to novice drivers were provided the track layout, driving tips and safety precautions/rules.

Thanks go out to Will, Madison, James, Casey, Jonathan and the rest of the FoW staff who greeted us and made sure all were well taken care of including getting cars inspected, instructors lined up for those that wanted them, and other organizational aspects for the all-day event. The array of incredible cars that came out to play included an Enzo, a LaFerrari, a Monza SP-1, a pair of SF90's, a few F8s, a pair of 488 Pistas (one Aperta) with 458, 430, Roma and California models in both coupe and spider configurations and four Challenge race series cars to round out the field. What a show!

Absolutely amazing to see a LaFerrari, an Enzo, an SF90 and a couple others rocketing down the main straight at something like 170+ mph *together*. Looked like a lot of fun chasing each other around the track with no holding back.

The Ferrari Challenge Team was in full force with two Challenge 360s and two Challenge 488s. Just listening to them pull out of their pit spots, much less screaming down the track, was a symphony of Italian engine builder beauty.

It was a full day, with four practice sessions in the morning, an FoW hosted lunch break and parade lap, then more open track sessions until late in the afternoon. Again, it was amazing to see the full gamut of extreme high performance Ferraris on the same track together.

*Top: The impressive group of Ferraris parked prior to instruction
Right, upper: Valuable instruction for all drivers
Right, middle: Ferrari Challenge cars ready to roar
Right: Enzo Ferrari leading the way with SF90 following*





Back to Rick and his daughter; So how old were you when you had your first Ferrari track ride? If your dad happens to like tracking his Ferrari and brings you along, *well, 14 does not sound too early!* So, Ricky brought his daughter Tabitha for her first track day in his SF90 and proceeded to see how much fun they could have together. And 170+ mph down the main straight, along with some substantial Gs in a corner or two, seemed to be the day's definition of fun. I asked her if she liked going fast and did not really need to hear the words, her face and that smile said it all. In fact that smile was pretty much stuck there all day. Even dad had a bit of a grin in between thoughts of "oh this is going to cost me a lot of money. What have I started?"



As for KJ; He, and his immaculate 430 Scuderia had a great time chasing the LaFerrari, the Enzo, the SF90s, and a host of others. Hearing KJ, the LaFerrari and Ricky's SF90 going by down the main straight, one right after the other, was an absolutely symphonic treat to the ears! It looked like he had more fun than would be legally or morally possible anywhere else

This QR Code (<https://youtu.be/2VMBfJXXUMs>) will link you to KJ's YouTube track video "Tens of millions \$ of Ferraris on the track at Summit main". It is well worth viewing!



Having that many exotic Ferraris in one place, especially on a track, was truly exceptional. And every Ferrari ran the track without holding back. Fabulous sights, sounds and fun people made for an amazing Ferrari day!

*Top: Photographers capturing 458 and Roma on the Circuit
Above: Rare opportunity to see a Monza SP-1 in the flesh
Below: Tabitha obviously enjoying her first taste of track day in her dad's menacing SF90*

Randy Stone



Photos by Randy Stone

A Taste of Fall

September 24, 2022



route took us across the James River where we headed west along the south side of the river. Eventually, we re-crossed the river and headed towards Palmyra. Up to this point the roads had all been two-lane, well travelled and well maintained. As we headed towards Charlottesville, the road became less travelled and much more interesting, with good twisty parts and elevation changes. We stopped at a small gelato shop along the way for a rest, indulging in some Italian treats and coffee. Heading out, we skirted the edge of Charlottesville and up Rt #20 to Barboursville.

Upon arrival at the vineyard, Alessandro, the sommelier at the upscale "Palladio" restaurant, parked us right in front of the entrance to the tasting room and restaurants. Our reserved table was out on the patio overlooking the vineyards, the ruins of Governor James Barbour's Jefferson

Richmond to Barboursville Vineyards...

We have been members of FCA-MAR for many years. In the 1990's and 00's when we owned a 246 GTS Dino and a 308 GTB Ferrari, we organized a number of FCA events in south/central Virginia. After a period of traveling and being "between Ferraris" we recently purchased a 348 TS Series Speciale. In addition to the operatic engine noise and Pininfarina beauty of the car, one of the great motivations for the purchase was, we missed the camaraderie of fellow Ferrari owners.

What better way to get involved again with members of the Mid-Atlantic Region than to plan an event? My spouse Laurel, enjoys her wine, I like a good drive... Perfect. The drive started at Audi Richmond, right off Route 288 and I-64 in Henrico County and easy to get to from all directions. Departing at 10:30 am gave people coming from a distance time to drive to the starting point. Audi Richmond was a gracious host allowing us to grab another cup of coffee, use the facilities and inspect a couple of R8's. The

Above: FCA-MAR members anxious to get going on Jim's scenic route to Barboursville Vineyards near Charlottesville, VA

Below: Enjoying a rest stop, gelato and coffee

Below, left: Colorful prancing horses left wondering, 'how soon will we get back on the road?'



designed residence, which burned in 1884, and the mountains in the distance. Enzo, from the grave, had arranged for a perfect day to enjoy the warmth and sunshine. We ended up having a very Italian lunch, that is it lasted 2 hours. The food was delicious, as well as the wines, and the conversation delightful. The group being small, allowed all of us to converse easily.

For those who thought about attending, you missed a good one. For others, get out and drive! For Laurel and me, maybe another one next year? After all, Virginia has a plethora of vineyards with award-winning wines to explore.

I would like to send many thanks to Larry and Michael at Audi Richmond for providing our meeting point along with refreshments.

I would also like to thank Alyson at the "Library 1821" and Margot at Amo Gelateria Allesandro at "Palladio Restaurant" of Barboursville Vineyards

Jim Meyer



Note from the Editor: The FCA-MAR Board thanks Jim Meyer for organizing this wonderful event. If you have an idea for an event, or would be willing to volunteer to help with an event, please please reach out to the FCA-MAR Events Coordinators.

Sponsor-related note: FCA-MAR welcomes its newest sponsor (see below), **TLC Auto Detail**. Did you know that all of our sponsors offer discounts and/or specials to FCA-MAR members? Contact our sponsors for info on how you can benefit from your membership!

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FCA-MAR welcomes Cindy Pennington

We would like to extend a warm MAR welcome to Cindy Pennington, Select Events Director for the Ohio Chapter of the FCA Central States Region, who joined us for this year's Gran Turismo.

Cindy is an excellent photographer, and she captured hundreds of images of the event, some of which are shared on these pages. She also brought the Ohio Chapter's complete set of walkie talkies for us to use during our rally stages – enough for every car to have one. Being able to communicate with each other really added to the enjoyment (and safety!) of our drives. Thanks, Cindy!

Given our geographical proximity, we're looking forward to planning some joint events with Cindy and the Ohio Chapter in the near future. The first of these will be the **2023 Pittsburgh Vintage Grand Prix (see below)**, July 19-23. You won't want to miss this 5-day VIP-level event (see information below).



Eric Tich

Cindy Pennington, photo by Randy Stone

2023 Pittsburgh Vintage Grand Prix

July 19-23, 2023, Schenley Park, Pittsburgh, PA

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

Reserve your spot now - this event is more than half full already!

Highlights of the weekend include:

- Wednesday – FCA-MAR Rally to Pittsburgh and Tune-Up party
- Thursday – Ferrari Club Driving Tour and Jet Center Party
- Friday – Forbes Avenue of Speed car show and parade
- Saturday – Cortile Italian Car Show and FCA Dinner
- Sunday – Wine tasting in a VIP viewing area to watch the races

Please contact Cindy Pennington at cindywv100@gmail.com for further information. A \$100 deposit is all that's required to reserve your spot for this fabulous event.



2022 Rockville Car Show

On a chilly Saturday morning, members of the Mid-Atlantic Region met at Harris Teeter in Fulton, Maryland. Approximately a half dozen Ferraris, two Panteras and one Porsche showed up. After a short driver's meeting conducted by Lashdeep, we were off for a short 20 minute drive to the show. We had been advised that the show was a sellout, so there would not be any day-of-show registrations accepted. Since I was pre-registered, I didn't have a problem getting in except for the traffic. There were two lanes going up a hill to the registration table, but a car had stalled on the hill in the left lane and would not restart. It caused quite a mess. After finally getting to the assigned Ferrari club row, there wasn't an official present to show us where to park. Some time later, a man came over to tell us where we should have parked.

We had a nice turnout of about a dozen Ferraris including a white Daytona (I had never seen a white Daytona before) and a 330 GTC along with some 328's, a Mondial and newer models. Also, there were a few Panteras, a Lamborghini, and an unusual Apollo GT in our row.

Although Ferraris are my first love, I enjoy most other types of cars too, and this was the show that had them. There was a beautiful 1940 Willys woody station wagon, a nice selection of French cars, some fire trucks, many British cars, and many pre and post war antique cars. There were some FIATs, including a Lada which was a FIAT made under license in the old USSR. There were also many BMWs and Mercedes too.

It was sunny all day so it got warmer as the day wore on. An altogether beautiful day for a car show. I will not hesitate to return next year.

Jay Kolb

Right, top: Christopher Reiter enjoying the exotics lineup

Right, middle: Peter Daniel's white Daytona

Right, bottom: Apollo GT, Italian style, American muscle

Below: Mercedes Gullwing among the 600+ cars on display



Words by Jay Kolb



Photos by Jay Kolb

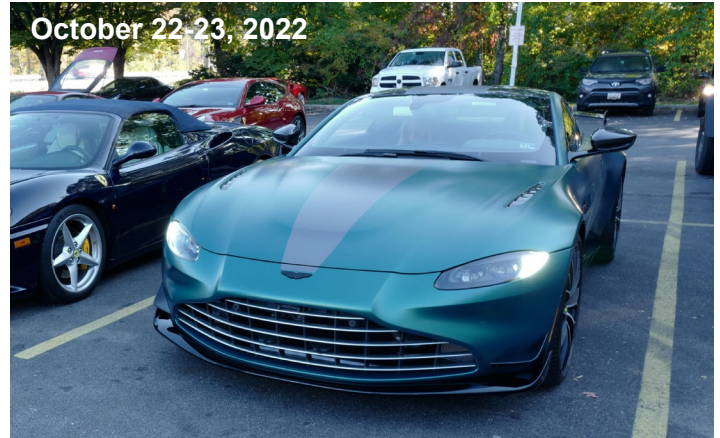
Endless Summer Rally to Rehoboth Beach

On a glorious fall morning our “Endless Summer” rally began humbly at the Wawa near the Chesapeake Bay Bridge. The usual cadre of Ferraris were joined by Marlon and Sherry Maragh in their menacing Aston Martin V8 Vantage (see photo to the right). About eighteen of our FCA-MAR members headed across the bridge and enjoyed the wonderful back roads of Maryland and Delaware as we headed toward Rehoboth Beach, DE.

Having driven to the eastern shore countless times over the years, dealing with the summer season’s frustrating stop-and-go traffic, it was a pleasure to drive on largely deserted back roads, only occasionally encountering any traffic that could slow us down. The weather even warmed enough that those with drop-tops quickly lowered them and enjoyed the sunshine and the magnificent sounds of our machinery.

The exhilarating morning drive included a quick fuel/rest stop where we were joined by John Pudlinski and his wife in their awesome McLaren 720s (right, below). After refueling, we were led by Eric Tich in his 360 and headed to our wonderful lunch spot on the eastern shore, Catch 54, in Fenwick Island. Catch 54 (see photo page 32) provided a private dining room overlooking Lighthouse Cove. The food was very good, and the conversation so lively that our lunch started to look like it was going to turn into happy hour. So, off we headed to our final destination.

Leaving Catch 54, we headed to the coastal highway and north towards Bethany Beach, Dewey, Rehoboth and our hotel



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Photos by Carrie Neuberger

Endless Summer Rally (continued...)

for the night, The Avenue Inn & Spa. The Avenue is centrally located in Rehoboth, steps from the boardwalk, lively bars and restaurants. Coincidentally, that evening there was a televised qualifying session at Circuit of the America's F1 Grand Prix. The staff at The Avenue Inn provided a private room for us where we could enjoy the F1 practice session while enjoying complimentary drinks!

After the enjoyable happy hour the group walked a short distance to our dinner destination, The Pines. The Pines offers creative American cuisine, crafty cocktails and first-class service. After dinner most of us ventured to a super-popular outdoor bar, Aqua, where we enjoyed the lively atmosphere (and more drinks). Rumor has it that several of us closed the bar that night.

Sunday morning came too soon, and featured aspirin, breakfast, coffee, and more coffee, followed by a relaxing walk on the boardwalk and then, sadly, goodbyes.

Expect this to be a regular event on the FCA-MAR calendar! The FCA-MAR overnight trips are extremely popular, and the fall timing of this trip, the proximity to many of our members in the DMV, the great roads and the incredible eastern shore destination of Rehoboth Beach all made this an exceptional experience. Plus, the fact that it only takes about twenty-four hours start-to-finish means those with busy schedules who cannot attend longer rallies, may be able to enjoy this one.

Mark your calendar for next year's Endless Summer Rally, scheduled for October 28-29, 2023.

Pat Transue



75-80 Dragway Memorial Drive

November 12, 2022



Words by Kevin Sims

Fall Foliage and Fallen Racing Glory...

Saturday, November 12, 2022 – The FCA-MAR hosted a drive through the Maryland countryside that honored the illustrious racing heritage of one of Maryland’s closed drag strips.

The 75-80 Dragway, located in Monrovia, MD, was once the adrenaline-laden locality of burning rubber and nitrous, best known as the Maryland Public Television Motorweek TV program’s test facility for over 40 years. Today, it hosted our club of Prancing Horses on its hallowed grounds that feature worn-out stands, tattered blacktop, and aged timing displays. The two-lane strip ignited the imagination of all who went. The sounds of competitions past echoed in our imaginations, and we all yearned for the grand ole track to be graced with the sounds and smells of burning rubber once again.

The day started in Fulton, MD with a gathering of Ferrari faithful and their Maranello machines. Fueled by the caffeine from the local Starbucks, 31 cars, gleaming with polished care, departed on the early morning drive. The back roads inspired as much driving enthusiasm as they evoked appreciative sighs for the country’s beauty. The sight of these Italian lovelies ornamenting the roads were like rolling art driving through each town.

The group invaded a High’s gas station in Mt. Airy and became the focus of attention. We swapped car stories, most of them truthful, and shared the experience. Meeting like-minded people is the real blessing of such a gathering and everyone in attendance reveled in the opportunity.

At the tour’s end, the group huddled in the Dragway’s parking lot and enjoyed a meal at the newly renovated Wilcom’s Inn restaurant. The conversation proved illuminating and the brunch tasty. All in all, it was a great time. We all look forward for winter’s slumber to conclude to give us a chance to do another FCA-MAR drive.

Kevin Sims

Above: The defunct historic 75-80 Dragway



Photos by Kevin Sims and Randy Stone

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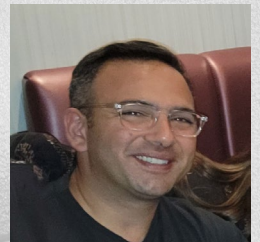


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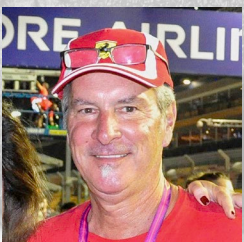


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Pat Transue is the editor of this magazine. It is printed and distributed by Minuteman Press. We are always looking for great articles, either about our events or one of your Ferrari related experiences. Please send them to the editor. Mike Tepley is the curator of our photo archive. Please send your best images to Mike for uploading to our website.



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