

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

# MARANELLO

WINTER 2023



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# REGIONAL DIRECTOR'S MESSAGE



## Sharing with Great Friends Makes For Lasting Memories

In this issue you will get to hear about how several FCA MAR members got together at Silverstone Circuit, about an hour outside of London in the UK. To me this experience is the essence of what FCA brings to all of us. A group created through

the shared passion for cars and the excitement they bring us. I have had the great fortune of meeting so many wonderful people through my participation in this organization and I am thankful for the friendships we have all created. The foundation of these friendships are the lasting memories we share through pairing great people, venues, and unforgettable experiences.

My favorite part of owning a Ferrari is sharing it, whether that's with someone who has never sat in one, or someone who has had the privilege of driving 10. Each shared experience is memorable and different whether we are going to a cars and coffee or reaching nearly 200MPH on the front straight at a racetrack! There is true joy in seeing the range of reactions in each encounter, and over the years I have seen them all, from fear to exhilaration, and a few nauseous moments as well. But through it all these experiences create lasting memories, for the passengers and for me. I truly love reliving the experience hours, days, weeks, and sometimes years later. I encourage all of you to give someone new a ride! Invite a friend to one of our



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events or bring the neighbors kid out with you if you have an open passenger seat. You will share something special, passion! You may also spark a love of cars that will last a lifetime. After all the FCA is about passion, knowledge, and carrying on the love of automobiles and the history of Ferrari, it's not just about Ferrari!

Throughout this issue the articles reflect these celebrations of friendship and creating lasting memories. I hope you enjoy reading them as much as we enjoyed living them. I hope to see you all at one of our upcoming events, especially our holiday party where we will get the chance to once again share in all of the memories we have created this year.

**Forza Ferrari!**

*Frank Privitera*



## NEW MEMBERS

*A warm welcome to the following new members:*

**Daniel Coleman, Woodbridge VA**

**Jason Franz, Fairfax Station VA**

**Todd Frederick, Great Falls VA**

**Fritz Gottwald, Olney MD**

**Henry Harries, Alexandria VA**

**Jonathan Licurgo, Prince Frederick MD**

**Tom Matzzie, Bethesda MD**

**Stacey Owen, Great Falls VA**

**Byron Rodger, Alexandria VA**

**Shireen Stone, Blacksburg VA**

## Editor's Notes:

First, a correction: the summer edition of News of MARanello credited Randy Stone with the cover photo. The photo was taken by Lashdeep Singh, using Randy's camera.

Thanks to all contributors to this Winter issue, especially Anne Owen and David Wheeler, Randy Stone, and Keith Rouleau who provides a wonderful historic and personal perspective of the Pittsburgh Vintage Grand Prix (see page 14).

*Pat Transue*

## NEWS OF MARANELLO, VOLUME 9, NO. 3

FRONT COVER: 599 parked in front of 'Lunatic Asylum' See page 21 for event description

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## Provisional 2024 FCA-MAR Event Calendar

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### February

- Enzo Ferrari Birthday Party

### March

- Indoor Concourse
- Spring New Member Event / Rally

### April

- Spring Thaw
- Spring Autocross
- Virginia Historic Tour
- Planes and Prancing Horses Hangar Party (tentative)
- Treasured Motorcar Spring Open House (sponsor event)

### May

- Rally Events (MD, NoVA, Central VA)
- Watkins Glen Spring Track Event (Empire State Region)
- Old Town Alexandria Festival of Speed and Style (partner event)
- Pennsylvania Concorso Ferrari (Penn-Jersey Region)
- Spring Karting

### June

- Rally Events (MD, NoVA, Central VA)
- Canadian Grand Prix Trek to Montreal
- Richmond Collector Car Show and Swap Meet (partner event)
- VA Festival of the Wheel at Foxfield (partner event)

### July

- Summer Picnic

### August

- Gran Turismo d'Appalachia
- Watkins Glen Fall Track Event (Empire State Region)

### September

- Gran Premio D'Italia Viewing Party
- Fall Karting
- FCA Annual Experience, Elkhart Lake, WI
- Fall New Member Event and Rally
- St. Michael's Concourse (partner event)

### October

- Treasured Motorcar Fall Open House (sponsor event)
- FCA-MAR Fall Autocross
- Rockville Antique and Classic Car Show (partner event)
- Endless Summer Beach Cruise

### November

- Fall Rally / Leaf Tour

### December

- Holiday Party

Plus Cars and Coffee at FoW on the 3rd Saturday each month!



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



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# A Day at Silverstone with Frank Privitera

September 2023



Photo by Lashdeep Singh

Words by Anne Owen

It will not be news to FCA MAR members that our Regional Director, Frank Privitera is a participant in Ferrari's Corse Cliente program, driving his 599XX at some of the greatest motor racing circuits in the US and Europe. When he generously extended the invitation to join him and his wife, Melaine, at Silverstone in England - home of the British Formula 1 Grand Prix race since 1948 - Dan and Julie Smith, along with David Wheeler and I jumped at the chance; when we were joined by Bud and Carol Moeller, Lashdeep Singh, Hamid Adeli and his son Dylan it took on the feel of a mini-MAR event, but overseas.

As we pulled into the trackside hotel car park on Friday evening, the air was full

of the sound of screaming F1 engines – a promising start. Frank welcomed us warmly, distributing Pit Lane and hospitality passes, then guiding us over the connecting bridge above the Start Line, round the stunning Silverstone 'Wing' Facility and down to the pit lane garages where his car was quietly waiting alongside groups of Ferrari Challenge cars, Formula 1 cars covering 1998 to 2012 and other Corse Cliente classes. With driving done for the day and the circuit closed, we got to sit in the car, admire the immaculate Ferrari support organization and pepper Frank with questions about the car, the circuit and his driving experiences. Meanwhile, Bud generously shared

his first-hand knowledge of the various Formula 1 cars up to and including the intricate telemetry – motor racing today is a data-driven sport. A stroll behind The Wing showed that this was an all-out Ferrari event, with multiple examples of all their latest models on show, including the SF90XX, the Purosangue, and the Daytona SP3.

On Saturday morning, Dan and David breakfasted very lightly, in anticipation of

*Above: Competition Ferraris in the Silverstone paddock*

*Below, left: Frank's 599XX*

*Below: David Wheeler, Dan Smith and Frank enjoying the mini FCA-MAR event*



Photos by Anne Owen





riding with Frank and then in exchange for signing the requisite waiver were issued with a fancy blue wristband, race suit, gloves, balaclava, helmet and HANS device. As Frank prepared for his session, the Ferrari Challenge cars were already out on the track in Qualifying, providing ear-splitting 'mood music'. In our garages, things moved ahead in a purposeful, unhurried choreography. At a signal from the crew chief, Alberto, the cars were all let down from their jacks in unison, a dedicated mechanic got in to each one, started them and waited as they warmed up, before eventually shutting down to another signal..... then and *only* then did the drivers and passengers start climbing aboard.

Dan was the first to squeeze into the passenger seat, with the ever-attentive mechanic, Rocco, on hand to do up the 5 point harness and close the door – and then the long-anticipated fast laps nearly didn't happen when the car suddenly threw up an oil warning. The mechanics were on it in seconds, plugging in a lap top for diagnostics, then rapidly reaching into the trunk to reset a sensor. That done, Frank was waved out into the pit road to start off with two 'slow laps' of the 3.7 miles circuit to bed in new brake pads, before fully opening up the car. When Dan emerged a few laps later his main comment was 'that is nothing like my 599!' It's worth pointing out that while the road-going 599 develops 612 BHP, Frank's 599XX puts out 720BHP in a car that has been stripped of almost all luxuries to 'add lightness', along with a new gearbox and numerous other modifications. As the crew changed



Photo by David Wheeler

the wheels with new tires all round and a mechanic cooled off the brakes with what looked for all the world like a Stihl brand leaf blower, David climbed in and Frank blasted out again to make the most of his limited 35 minutes time allocation.

The whole event was actually open to the public (other than the pits), and un-noticed by us, the pit paddock had filled during the morning with well over one hundred privately owned Ferraris to take part in the Passione Ferrari track parade. With Frank's assistance, David and I managed a late sign up for that event and so got to see the circuit from a driver's perspective on

two excruciatingly slow laps. When we all stopped on the grid for a photo op, I managed to climb up into the trunk of the F12 and lean over the open tailgate to get a snap of the line up. Fun to be there and take part and it was way better organized than the massed Ferrari photo op on the banked circuit at Daytona that some of you may recall a few years ago! Dan and Julie got a great view of the line up from their

*Above: Julie Smith and Anne Owen try the 599XX on for size*

*Below, left: Imposing from all angles, Frank's 599XX*

*Below: Passione Ferrari track parade*



Photos by Anne Owen



## A Day at Silverstone, continued...

Hilton Garden Inn balcony overlooking the starting grid – what a cool place to stay.

Back on the track in the afternoon, Julie was first out in the passenger seat, looking very happy and relaxed when she came back, but while I'm sure it was a great deal of fun, I am way too claustrophobic to give it a go myself....though I would definitely have been up for driving, but sadly, that was not on offer! Behind Julie, Frank had a line of would-be passengers waiting, starting with Dylan, who is hoping to study Mechanical Engineering with Race Engineering as a specialty!

Overall a fantastic day, with privileged pit lane access, the chance to watch the mechanics and drivers close up, to marvel at some truly fabulous Ferrari machinery, but above all to reconnect with some lovely FCA MAR friends. Thank you, Frank!

*Anne Owen*

*Above, right: Bud Moeller explains the F1 steering wheel to Dylan and Hamid Adeli  
Right: Ferrari mechanics, Alberto (seated) and Rocco inspect the 599XX*

*Below: Large turnout of Ferrari owners add color and style to Silverstone*





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# A Few Laps in Frank's 599XX

It has been a few years since I've driven on the Silverstone Grand Prix circuit, in fact not since the track was extended with a new layout and the addition of the impressive "Wing" which houses the F1 pits and much more. I was therefore quite surprised after our brisk exit from the pit lane by the severity of the Village/Loop/Aintree complex of corners. They look much more benign watching the Grand Prix on the TV! You will note that the British tradition of using names for the corners continues but I'm sure the drivers prefer Turn 4 to "The Loop".

Anyway, having settled into the seat on the Wellington straight, we were approaching the section of the track that I was familiar with, the Brooklands/Luffield/Woodcote complex and onto the old pit straight. How fast would it be? Would Frank have to brake for the fast, sweeping Copse corner coming up, or would a lift and down a gear suffice? The trace later told us that we reached 146 mph, and the steering column read-out indicated we were at the top of 5th gear. And then my second question was answered; the brakes came on with a bang and we swept majestically through Copse, neatly clipping the apex and using all the road on the exit. Frank's 599XX is a big, imposing car and in the matte black of his choice, looks particularly menacing. One of the pit marshals later told me that of all XXs there, Frank's was the one they all lusted after.

After Copse, next up is the daunting Maggotts/Becketts/Chapel complex, which after the Senna Esses at Suzuka is the F1 drivers' favorite section of track. Again, I was surprised how severe these turns actually are, when approached at high speed in the big 599. No problem for Frank and the Ferrari, however and then we were blasting onto the Hangar Straight (Silverstone was a WW II airfield) and here the trace showed that we reached almost 170 mph. Some heavy braking into Stowe, the dip into Vale and the rather fiddly Club section and we were accelerating



Words by David Wheeler

hard past the pits, reaching 136 mph, which makes the entry into Abby quite exciting.

So, did I enjoy it and what were my overall impressions? YES! It was quite the experience and I didn't at any point feel uncomfortable. Yes, there were some quite high loads on my old body but I was expecting to feel them under cornering, braking and acceleration loads. What I hadn't expected was the violence of the gear changes. The 599 has an automated manual gearbox with lots of development for the XX version including extra cooling. The changes are very fast but the loads on the gears are unimaginable. I suspect the gearboxes have quite a short life.

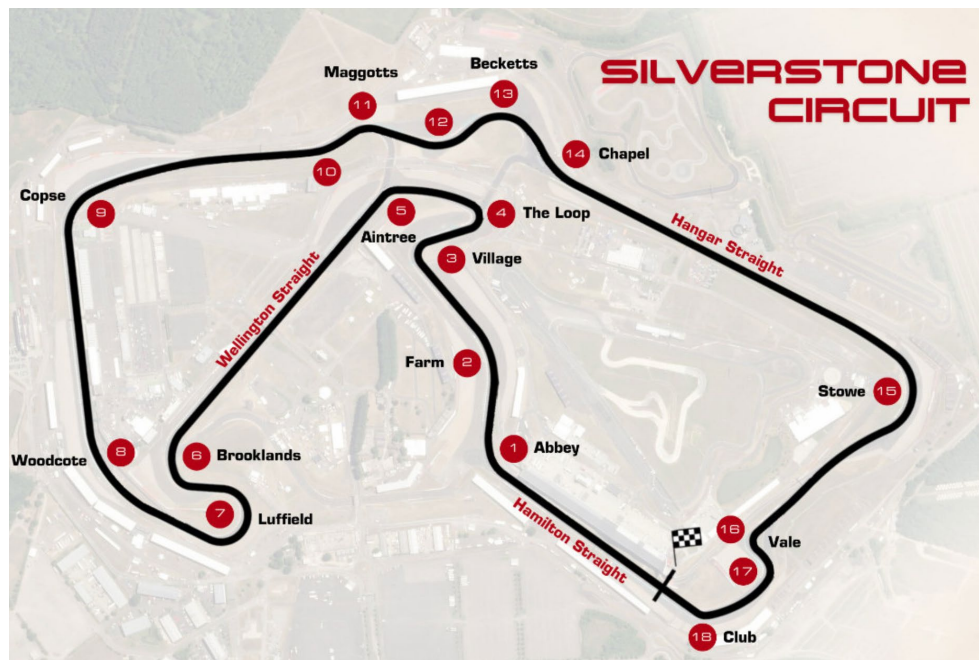
We had set out on my session on new tires and we needed to make a stop after 4 laps to have the pressures checked by the ever efficient Ferrari crew. I therefore took the opportunity to vacate the passenger seat and let Frank have a few laps unencumbered by

a passenger. It was most certainly a memorable 4 laps and I can see how easy it would be to become addicted to the whole experience. I can't thank Frank enough for his unbelievable generosity in inviting us to share the experience with him. I also can't close without complementing him on his handling of "the monster", which he did with consummate skill. Thank you Frank!

*David Wheeler*

*Above: David Wheeler enjoying a day at Silverstone with his FCA-MAR club friends*

*Left: The historic Silverstone Circuit provides a challenge for Frank's 599XX*





# FCA-MAR join Ohio Region for the 2023 PVGP



The bond between FCA-MAR club members is often formed on rallies expertly organized by our regional events team. For a group of members of the FCA-Mid Atlantic Region, this bond took on new life during a series of events centered around the Pittsburgh Vintage Grand Prix (PVGP), an annual festival celebrating the region's rich automotive history and the artistry behind classic machines.

Readers may recall our introduction to Cindy Pennington during the club's 2022 Gran Turismo d'Appalachia. Cindy, a Board member of the Ohio Region of the FCA and a West Virginia native, joined us for the 2022 Gran Turismo d'Appalachia. Not only did she join us, but she brought along two-way radios for each car so that we could easily communicate during our drives. During that weekend Cindy mentioned that the Ohio Region has an annual trek to Pittsburgh for the Pittsburgh Vintage Grand Prix. She suggested the Mid-Atlantic Region join them for their five days of automotive heaven in Pennsylvania. Witnessing what a devoted FCA member she is, and how much she contributed to the success of our weekend in West Virginia, my wife Carrie and I were immediately on board.

Fast forward to 2023, and nine members of the FCA-MAR signed up to participate. Two, Karen and John Denbigh from West Virginia, would join us in Pittsburgh. The remainder would meet in Frederick Maryland for the drive to Pittsburgh. This included Rob and Kristi Hansin traveling all the way from Tidewater Virginia in their F12. Also making the weekend trip were Jay Kolb, John and

*Above: Ferraris line the crest of a hill overlooking the PVGP cart show and vintage race circuit.*

*Below, Left: Rob and Kritii Hansin next their F12*

*Below, right: Meet and great with the Ohio Region at the Tune-Up at Southside Works.*

Kris Swingle, and Mike and Sonja Tepley. It promised to be a fun-filled few days of driving, site-seeing, vintage racing, a gigantic car show, and we would soon discover, enthusiastic Ohio Region partying! It was also my first time participating in another FCA Region's events and an opportunity to compare theirs with similar Mid-Atlantic events.

The festivities kicked off Wednesday evening with the PVGP Tune-Up at SouthSide Works, a gathering that has grown exponentially in popularity with each passing year. This lively event set the stage for the weekend, offering attendees a chance to mingle, discuss their prized automobiles, and anticipate the excitement to come. The streets, closed to all except show cars, were lined with an impressive array of vintage and contemporary exotics, satisfying the diverse interests of the FCA club members. Food trucks, live music and gorgeous weather made it a lovely evening to get acquainted with the Ohio Region members after the long drive to Pittsburgh.







*Left: The beautiful Mansions on 5th  
 Above: Lusso on display at Passport d'Elegance  
 Below, left: Passing out shots of Woodford on motorcoach  
 Below, right: Pista and F4U-4 Corsair*

Amid the whirlwind of the week's events, club members found a serene respite at the Mansions on 5th. Nestled within Pittsburgh's historic Shadyside neighborhood, this boutique luxury hotel became more than just a place to rest — it was a destination unto itself, echoing the club's appreciation for elegance, history, and architectural beauty. Cindy Pennington arranged for the FCA to reserve all of the rooms at this hotel, which made the weekend very special, knowing that everyone there was a part of our group, and limiting the fist-fights over parking spots.

Thursday morning the FCA was invited to the Country Driving Tour, hosted by the Greater Pittsburgh MG Club. The Countryside Tour was conceived in 2012 by Bud Osbourne as a part of the Pittsburgh Vintage Grand Prix. Participation was previously limited to sports & GT cars produced in 1983 and earlier. However, new for 2023, a limited number of newer cars (our Ferraris) were

accepted. The Tour began in the lovely and historic town of Ligonier, and followed a delightful collection of scenic, twisting, lightly-traveled back roads through Pennsylvania's beautiful Laurel Highlands. Following the Tour, the FCA group headed to lunch at the Jamison Farm, Latrobe, PA. The Jamison Farm is famous for its natural, pasture raised lamb.

After returning to Mansion on 5th the fun did not stop; instead, it transitioned into a party in Cindy's suite, followed by a spirited adventure aboard a chartered 'party motorcoach' to the PVGP Passport d'Elegance that evening. This annual PVGP event takes place at a small regional airport about an hour east of Pittsburgh, and epitomizes the camaraderie inherent in the FCA club culture. Two large aircraft hangars were filled with rare Ferraris, lively bands, artists, great food and, may I mention, more drinks. Several notable WW2 aircraft were on display outside the hangars, including a F4U-4 Corsair. After several hours of enjoying the Passport d'Elegance, and as thunderstorms approached, the group was rounded up and began the trip back to the Mansions on 5th. Surprisingly, along the way back to the hotel,







several members of the Ohio Region decided they could not wait until they returned to Cindy's suite for more drinks and directed the bus driver to take the first interstate exit to find a liquor store. Not finding one, a second deviation from the interstate was required to locate an open liquor store and a couple dozen folks poured off the bus, into the store, and returned fully stocked for the remaining drive. The FCA-MAR members may drive faster and focus more on our rallying, but we are left in the dust by the Ohio Region when it comes to partying!

Friday's itinerary catered to both architectural and automotive aficionados, as members enjoyed a tour of the Duncan House at Polymath Park, a Frank Lloyd Wright creation. After the tour of the Duncan House, we travelled to Kentuck Knob, one of Frank Lloyd Wright's iconic creations. The property, a testament to Wright's genius, mirrors the timeless elegance and innovative spirit reflected in the vehicles we love. The weather was less than optimal, with a constant heavy mist making the scenery that would otherwise have been spectacular, a bit dismal. And, the wet roads made the drive less than exhilarating, but the MAR participants pushed the pace as we did all weekend, realizing that

our rally pace is quite a bit quicker than that of the Ohio Region. Having visited Wright's Falling Water masterpiece on last year's FCA-MAR West Virginia rally, I found the excursion to these two additional properties further proof of his architectural genius.

Friday evening we enjoyed dinner at the PVGP Ferrari Marque of the Year Reception at the Pittsburgh Golf Club at Schenley Park. Outside this historic clubhouse dozens of Ferraris would take center stage for the upcoming weekend of automotive events at the park. It was really great to meet the wonderful folks from the Ohio Region. They made the MAR members feel welcome and they did a fabulous job of orchestrating activities during a somewhat chaotic, action-packed several days. I look forward to attending the 2024 PVGP.

*Pat Transue*

*Above, left: MAR members enjoying lunch after the Frank Lloyd Wright home tours*

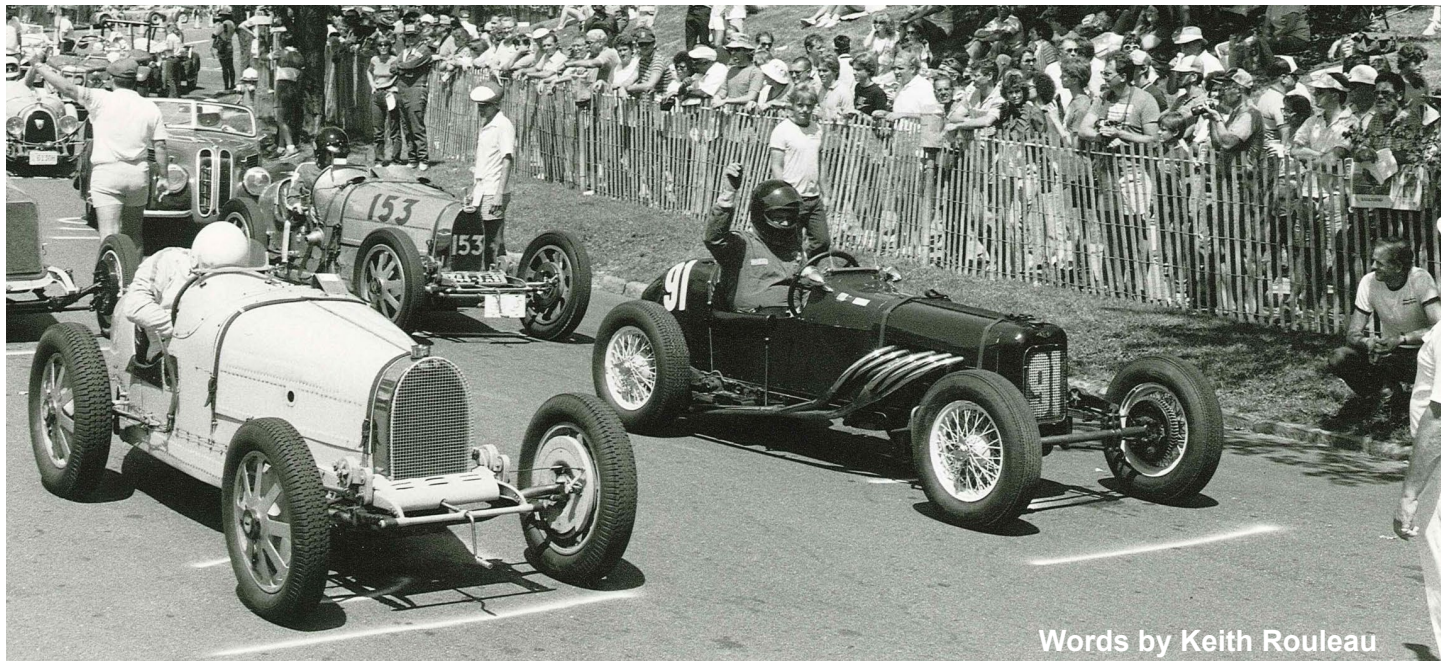
*Above, right: Kentucky Knob*

*Below: Cindi directs traffic in mist as we park for FLW tour*





# REMINISCENCE of the Pittsburgh Vintage Grand Prix



Words by Keith Rouleau

I was so happy to read earlier this year that the Mid-Atlantic Region of the Ferrari Club of America was planning on formally participating in this year's Pittsburgh Vintage Grand Prix (PVGP) and that Ferrari North American Racing Team (N.A.R.T.) was the shared Marque along with Shelby and Panoz.

The PVGP was founded in 1983 with its original and still to this day mission to produce a world-class vintage racing event and raise money to support individuals with autism and intellectual/developmental disabilities. Last year the PVGP raised \$215,000, bringing the total 40-year donation to more than \$6.4 million for Autism-Pittsburgh and Merakey Allegheny Valley School. The PVGP is a non-profit organization managed and staffed by volunteers. The success of the PVGP is the enthusiastic participation of the racers, workers, owners, car buffs, and enthusiasts who comprise the volunteer membership.

*Above: Racers at the start of the 1983 inaugural PVGP  
Below: Keith beside N.A.R.T. 512M at this year's event*

The first ever event was the brainchild of Art McGovern and Mary Beth Gmitter. In 1982 they met with Myron Cope (Steeler Terrible Towel creator) of TV station WTAE and Dan Torisky of The Autism Society of Pittsburgh. The Pittsburgh Vintage Grand Prix was founded at that meeting. Several local Sports Car Club of America (SCCA) members volunteered to help organize the event and set out to run the first vintage race in Schenley Park, located next to Carnegie Mellon University and near University of Pittsburgh. It took a year to organize and get cars on the grid for the first race on Labor Day 1983. The racecourse ran over a very twisty 2.33-mile challenge on city streets through Schenley Park. 75 cars entered with entrants from 14 states, plus eight Canadian



cars. With the Vintage SCCA sanction and SCCA participation, volunteers came forward. A total of five races were scheduled along with a parade of Patrons to start the day of racing. All events were held on one hectic Saturday from 8:00AM practice laps to a 5:30PM awards ceremony. \$25,000 was raised for Autism and the Allegheny school that day – a huge success! To this day, the PVGP is the only vintage race in the country run on city streets and it's free to attend, although charities are at the access points asking for a minimum \$10/person donation, which most people are more than happy to pay for such a worthy charity.

I was present with my father that first 1983 race as we lived only 20 minutes away and we were very familiar with Schenley Park since my father attended and then taught at Carnegie Mellon





*Above, left: Ferrari 512bb Cortile Cup winner  
 Above: Lamborghini Countach in field of exotics  
 Below, left: Ferrari Testarossa arriving in style!  
 Below: Cars on display as far as the eye can see*

University for almost 50 years. I used to bicycle with my best friend along those winding off-camber park roads with wind in my hair and not a care in the world while imagining what a racing driver would experience.

When I read in the local newspaper that there were enthusiasts planning a sports car race on the very roads I rode my bike on I was thrilled! I never had the opportunity to go to a sports car (or any kind of race) for that matter. The only racing exposure I had was reading Road & Track and their reports on Le Mans and European road races.

I was in total awe when we went down Friday afternoon to see all those old racing cars being off-loaded from their trailers in the makeshift paddock that was originally in the parking lot of Phipps Conservatory (Note: The current paddock off Prospect Drive at the top of the hill was not used until several years later as they ran out of room for all the entrants).

As you can see from the 1983 starting grid photo, there were several pre-war Bugatti's entered, a BMW and other small formula cars. It was a dream come true for me to experience racing in Schenley park!

I had the fortune to be an SCCA corner worker during one of these early years and worked the serpentine off-camber corner turn 18 on "Serpentine Drive". Many drivers would be initially caught off-guard by the tight switchbacks and off-camber attitudes

of the road. Spinouts were common as drivers with courage could complete overtaking maneuvers over their competitors if they were skillful! There was one racer who brought his huge chugging, exhaust billowing, pre-war Bentley and drove with such a touch I could tell he had a lot of experience with that car and knew how to get the most out of it without going over its limits. In the years that followed, many vintage Ferrari's were brought to race.

The PVGP car shows were organized starting in 1984 when a group of car enthusiasts proposed an "Invitational Classic and Antique Car Show" to complement the vintage races. With the caliber of cars that came out, it was fitting that the location chosen was the Frick Fine Arts Museum Plaza, perfect for Duesenbergs, Packards and other classic marques.

In 1985 the Exotic and Special Interest Cars along with "Marque of the Year" was introduced. With the addition of these shows, a larger display area was required, so the car show expanded to include the golf course and Flag Staff hill areas. I remember quite a few Ferraris being shown including several Daytonas



Photos by Keith Rouleau





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## FERRARI OF WASHINGTON

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

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

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

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



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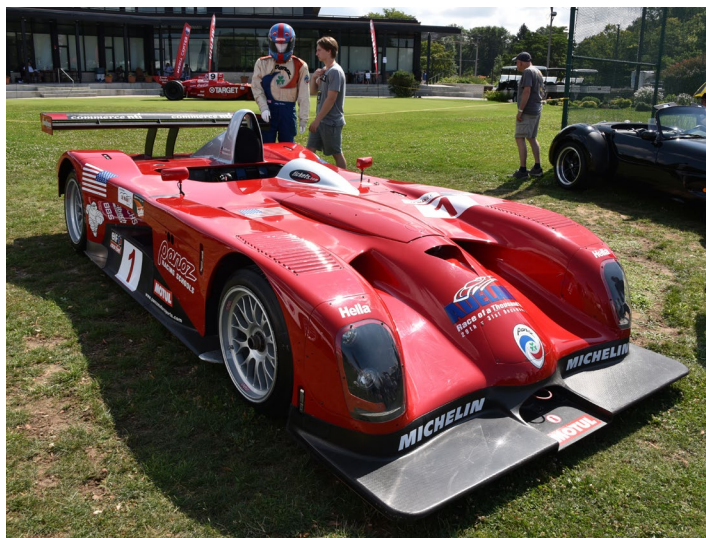


and Dinos. I'd never seen so many Ferraris parked side by side in my life! I couldn't believe how many of these beautiful red machines had come out to be shown. It was during these early Italian car shows when I first saw a Lamborghini Countach – complete with a huge rear wing. The car in the poster that I had displayed on my bedroom wall. These PVGP car shows became what is now called the Cortile della Corsa, organized along with a local Pittsburgh "Cars and Coffee" group. The car shows have continued to grow to the point where there are hundreds, perhaps thousands, of cars on display covering the entire upper and lower area of the golf course. British, German, French, American and Italian marques dotting the landscape.

Over the years I've had many wonderful experiences meeting car enthusiasts – from Bob Bondurant to former Eagles/Rams coach Dick Vermeil. Bob Bondurant was the Grand Marshal in 1990 and I remember him taking several lucky people around the course in a convertible Mustang 5.0 at a very rapid pace! He came to screeching halt back into the paddock with huge grin on his face and smoke pouring out of all four brakes.

I came across Dick Vermeil in 2009 when he proudly showed off his father's old dirt track car, which he'd just had completely restored. He was showing it off in a corner of the park away from the crowds, so I was able to talk with him at length about the car and his coaching career. I'll never forget his stories about coaching against the Steelers legendary coach Chuck Noll. He was so nice and generous with his time.

Honorary Race Directors have included such legendary racers as Sam Posey (1992), Phil Hill (1993), Lyn St. James (1997), Bobby Rahal (2007), Bill Auberlen (2018) and Al Unser Jr. (2021). And even the great French driver – Rene' Dreyfus attended in 1992 posing in the driver's seat of a pre-war Bugatti Grand Prix car that was being raced that weekend. And then there was Bob Akin in 1986, who had just won his 2nd overall win at Sebring 12 hours that March. He came with his son Bobby, who was racing a vintage Lotus 18 in the Formula Junior race. I remember him saying over the PA system how much he enjoyed being at this event and that he'd bring one of his IMSA Coca-Cola sponsored Porsche's the next year for some demonstration laps. Unfortunately, that never came to pass.



*Above: The must-see pit area, full of interesting vintage racers  
Below, left: Panoz race car. All Photos by Keith Rouleau*

I would encourage every member of the MAR-FCA to attend next year's PVGP – especially if you've never been before - and support a great charity while sharing your passion for cars with others who have the same passion. It's a celebration of the car that is unmatched anywhere else in the country. Next year's race is scheduled for August 3rd-4th, 2024.

*Keith Rouleau*

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# Gran Turismo d'Appalachia, 2023

August 18-21, 2023



Words by Randy Stone

The annual Gran Turismo d'Appalachia this year was great fun. Twenty cars of various eras and origins made for some great car talk, at least for yours truly. And forty-some members of the FCA-MAR family of all ages, backgrounds and experiences made for great socializing. And oh yea, we had some great driving and activities too!

The event got off to a grand start at Ferrari of Washington with their delicious decadent breakfast spread amidst some of the most beautiful cars on the planet!

After some opening remarks, weekend guidance and a drivers meeting by our illustrious leader for the weekend, Eric Tich, we headed off for destinations west. Along the way to the Roanoke, WV, Stonewall Resort, we had a few more folks join in; the Battles (Ken and Jeanette) from the New York Finger Lakes area,

*Above: Club members pose for photo in front of the Stonewall Resort  
Below, left: Ferrari of Washington provided a wonderful breakfast and sendoff from its Sterling dealership*

*Below: One of many meals that provide a break during club rallies*

Rob and son Korbin Hansin from the Virginia Beach area and the Meles (Michelle, John and the kids) caught up to us from Baltimore. By lunch at Cheetah B's in the beautiful West Virginia countryside the whole gang was together for the rest of the spirited drive through the smooth highways and lovely countryside stretching out ahead of us!

Upon arriving at Stonewall Resort, what better way to end the day of driving than a "while you check in" reception with our own signature cocktail. Later, after a very nice dinner at the resort we socialized until late in the night around a huge firepit and patio bar area overlooking the lake.

Much to my delight, and a few others I believe, Saturday started off with a substantially less than straight drive through the West Virginia hills to lunch at Fish Hawk Acres in the quaint little town of Buckhannon, WV. A number of folks took a side excursion



Photos by Randy Stone





*Above: The group ready to board the Durbin & Greenbrier Valley Railroad parlor car*

*Below, left: A rare scene in scenic West Virginia  
Below, right: Historic covered bridge*

Sunday was train day. After another beautiful, spirited drive to Elkins, WV we boarded the Durbin & Greenbrier Valley Railroad on their vintage diesel train to Cheat River High Falls. We had the entire parlor car which provided quite the party atmosphere up and back from the falls.

*Randy Stone*

to the historic Trans-Allegheny Lunatic Asylum for a couple tours. I believe all of our FCA members were released.

Saturday night was our club banquet that included a raffle that raised a couple thousand dollars for the wildfire victims of Lahaina in Maui, Hawaii. Many items on the raffle table were kindly donated by longtime member Pamela Russell from her and Bill Martin's collection of Ferrari memorabilia including a hand painted porcelain tile trivet by Betty Ebert (wife of past FCA-MAR President Bill Ebert), which I was lucky enough to snag with my winning ticket! So, my bar now has a new fantastic Ferrari Club adornment.



Photo by Renee Geisler





# The Trans-Allegheny Lunatic Asylum

(Gran Turismo d'Appalachia, continued)

I love history. One of the traditions we really look forward to on our FCA events is the drive and visits to historical sites. We have visited many Frank Lloyd Wright homes, some great older restaurants and stayed at historic “mansions”. On this year’s Gran Turismo d’Appalachia, we had our craziest historical visit to the Trans-Allegheny Lunatic Asylum in Weston, WV. This massive hand-cut stone masonry building is the largest in North America and is purportedly the second largest in the world, next to the Kremlin. It was built between 1858 and 1881. Designed to house 250 souls, it reached a peak capacity of about 2,400 in the 1950s. Changes in the treatment of the mentally ill and the deterioration of the facility led to its closure in 1994.

We visited the facility on August 19, 2023. It’s still an impressive looking structure and provided plenty of parking for our group of Ferraris. Upon entry of the building, there’s a ‘head nurses’ station where visitors purchase tickets to tour the property. I was all set to go for the longer tour with my wife Krisna, until someone mentioned how certain folks could be affected by the some of the disturbing practices that took place here in the past. That quickly changed our tour choice to the shorter one! After we purchased our tickets we visited the souvenir shop. They had shirts and the usual trinkets, but what really caught my eye was a poster with listing of “Reasons for Admission” from October 1864 to December 1889. Some of my favorites were ‘Parents were Cousins’ (remember this place is in West Virginia), ‘Domestic Troubles’ and ‘Laziness’. We learned from our tour guide, that it was legal for a husband to drop off his wife for not doing what he wanted!

It is currently owned by Joe Jordon, an asbestos demolition contractor, who purchased the 242,000 square feet facility for \$1.5 million in 2007. It was then opened for tours. Part of it is restored but most of it is in a state of decay. It’s worth a visit if you’re ever in the area or need to drop off a “crazy” partner.

*John Swingle*

June 4, 2023



Words by John Swingle

Above: Mike Tepley at the Head Nurses Station

Below: Troubling scenes of primitive medical equipment







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# FCA-MAR visits Still Hollow Distillery

(Gran Turismo d'Appalachia, continued)

Driving among the rugged folds of the Allegheny Mountains, the FCA-MAR Gran Turismo d'Appalachia found itself winding through the remote hollows of West Virginia. Our destination was no ordinary one; we were headed to the Still Hollow Distillery, a hidden gem that pays homage to the Appalachian moonshine tradition.

As we navigated the scenic backroads, our convoy of 15 Ferraris painted a striking contrast against the rustic backdrop of rural Harmon, West Virginia. The sleek lines and brilliant colors of our exotics seemed to reflect the untamed spirit of the mountains—an ode to the fusion of modern engineering and timeless natural splendor.

Turning from a narrow country road and onto a gravel parking lot, Still Hollow Distillery appeared before us, a wooden structure that marries rustic charm with modern functionality, embodying the vision of Athey and Maggie Lutz, the passionate proprietors whose roots with the mountain state date back to 1750. The Lutzs have poured their souls into this distillery, and it shows in every wooden truss, every barrel, and every bottle.

Athey Lutz greeted us with a warm confident smile. “You kind of feel like you’re going into the backwoods to get the moonshine,” he remarked, a nod to the clandestine charm that Still Hollow Spirits embodies. Yet, there’s nothing illicit about the magic they craft here; small-batch distilleries are being embraced and becoming popular like the more established beer micro-brewery craze that began years ago.

The Lutzs described their world, one where heirloom corn, limestone springs, and expert craftsmanship tell a story—a narrative steeped in heritage and pride. Athey Lutz gave a tour



Words and photos by Pat Transue

*Above: We are greeted by the Lutzs as we arrive  
Below, left: Athey Lutz describes the distillation process  
Below: Maggie provides tasting samples*

and explained the technical requirements of producing a quality whiskey while Maggie gave tasting samples to the club.

The tasting was an education in flavor and craftsmanship. As the complex notes of the whiskey unfolded on our palates, we gained a new appreciation for the art of distillation—a process both scientific and poetic. The Still Hollow spirits were more than just drinks; they were the essence of the region, bottled.

The FCA-MAR extends its heartfelt gratitude to Athey and Maggie Lutz for their warm reception and impressive tour. The Still Hollow Distillery, with its spirits so finely wrought from the land, was a fun addition to our journey.

*Pat Transue*





# Ferrari of Washington F1 Watch Party

As the Tifosi gathered at Ferrari of Washington to watch the Italian Grand Prix at Monza, optimism was in the air. While Red Bull's Max Verstappen had dominated the season to this point, Ferrari driver Carlos Sainz would be starting from pole position with teammate Charles Leclerc slotting into third. Verstappen, starting in P2, would be the meat in a Ferrari sandwich – two against one!

At the start, Sainz swept into the lead ahead of Verstappen, and for 15 glorious laps we dared to hope that Monza might once again deliver a magical Ferrari victory. Alas, it wasn't to be. Verstappen took the lead on lap 16 and never looked back, ultimately taking his record 10th consecutive victory on the season. For much of the remainder of the race, it looked like Sainz and Leclerc might complete the podium for Ferrari. Alas the Red Bull cars were just too quick, with Verstappen's teammate Sergio Perez first passing Leclerc and finally managing to get past Sainz towards the end of the race to complete the Red Bull 1-2. Sainz and Leclerc ended up a respectable 3-4.

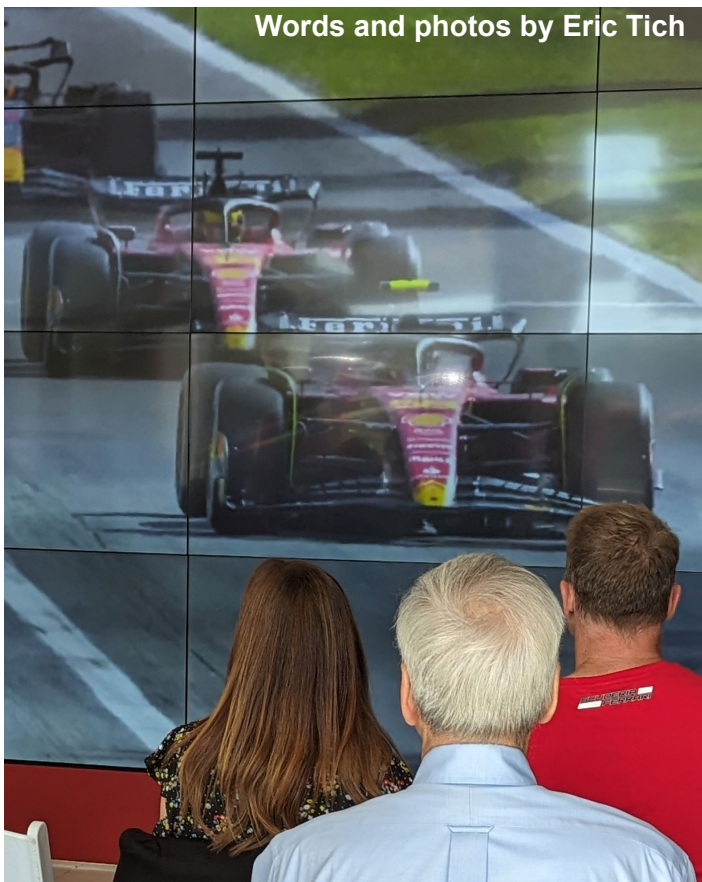
While it wasn't the race result we wanted, no one could complain about the venue! As usual, Ferrari of Washington did a fabulous job hosting the watch party. Two large screens were set up for watching the race, and the catered food and drinks were both abundant and delicious. There were even a couple of F1 simulators set up so that we could all try our hand at a couple of laps of the Monza circuit. And all surrounded by the beautiful Ferraris in the showroom. Thanks, as always, to Will Elliott and his team at FoW for putting on such a great event.

September 3, 2023



Although Monza did not provide the magic this year, little did we know that Carlos Sainz would emerge victorious just a fortnight later at the Singapore Grand Prix – as of this writing, still the only non-Red Bull winner this season. Ferrari always finds a way. Forza!

*Eric Tich*



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# FCA-MAR Fall Autocross

October 7, 2023



Words by Eric Tich

The FCA-MAR fall autocross event was held at Summit Point raceway on October 7. As we gathered at the track early that morning for the usual coffee and continental breakfast, we noted that the conditions were perfect. By which I mean it was raining. Yes, raining! You see, rain turns out to be a good thing for autocrossing. One of the best parts about autocross is what it teaches you about car control at the limit. When the track is wet, the limits are lower, as is the overall speed, so it's an ideal environment for learning. As Regional Director Frank Privitera joked, when the MAR hosts an autocross, we throw in the rain for free!

Coincidentally, I was not able to bring my Ferrari to the autocross this year due to an ill-timed flat tire. Instead, I brought my Volkswagen GTI "hot hatch" (a mk7, for those in the know) and it turned out to be ideal for the conditions. For much of the morning, my GTI was the fastest car on the circuit, and believe me, it was not due to driver skill. The more powerful Ferraris, Porsches and Corvettes were just not able to put the power down and tap into their performance potential. I had brought a knife to a gun fight, and it was working!

But my reign at the top of the time sheets would be short lived. The track dried by late morning, and the sun was out by lunchtime. On dry tarmac, my little GTI just couldn't keep up with the faster rear-wheel drive cars. The Michelin all-season tires that

*Above: Rainy scene at the start of the events*

*Below, left: Eric smiling after a hot lap in his GTI*

*Below: The Corvette C8, very popular with club members*

had worked so well in the rain made their displeasure known, with the smell of burning rubber noticeable after each run. But the car was still a blast to drive – you'd be surprised how much oversteer you can generate even with front wheel drive and a nose-heavy weight bias.

As usual, organizer Lashdeep Singh put on a great event. In addition to the aforementioned breakfast, we also enjoyed lunch from Panera and a beer/wine happy hour in the late afternoon, all without leaving the track. The "test and tune" format allowed for unlimited running, and I don't think anyone went home wishing for more laps.

One of the best things about the FCA autocross is that the participants are usually happy to trade laps in each other's cars. I was surprised that many people wanted to have a go in the GTI, which gave me an opportunity to sample some Porsches and Corvettes. And a personal highlight for me was a ride-along with Frank Privitera in the Ferrari 812GTS. What a beast of a car – I'm still smiling!

*Eric Tich*



Photos Sonja Tepley and Eric Tich



# Endless Summer Beach Cruise

The MAR Endless Summer cruise to Rehoboth beach has perhaps become my favorite club event of the year. The brainchild of Lashdeep Singh, it combines a great drive, wonderful food and drink, comfortable accommodations and, *the beach!* Plus, for many of us in the DMV it is a short drive to the Bay Bridge where our adventure begins.

It is always fun to arrive at our rallies, see who shows, and what they are driving. It seems like Marlon and Sherry Maragh arrive in a new show-stopper for this event each year. This year they surprised us with a drop dead gorgeous 812 GTS. Another big surprise was in store for me when I saw Craig Bare pull up to the Wawa gas pump in his 360 Spider! Craig has moved to Thailand, and was the last person I could have expected to see.

With a chill in the air we headed across the Bay Bridge and onto scenic, lightly trafficked back roads. The autumn colors welcomed us as our caravan broadcast the wonderful sound of Ferrari engineering. Our route included just the right amount of opportunities for us to easily pick-off slower traffic with intoxicating bursts of speed. Arriving in Fenwick Island, we enjoyed a wonderful lunch that went well into the afternoon, followed by a fun drive up the coast to Rehoboth Beach and our hotel, The Avenue Inn & Spa.

After check-in we met at the hotel bar where we were lucky enough to catch most of the US F1 Grand Prix at COTA after which we walked to a neighborhood restaurant for more great food and wonderful drinks and conversation.

As always, my wife Carrie and I find the people to be the highlight of each event we attend. This was no exception. I recommend you keep this overnight Endless Summer cruise in your plans for fall, 2024!

*Pat Transue*

October 21-22, 2023



Words by Pat Transue

*Above: Arriving and creatively parking at our first stop on the shore, Catch54, Fenwick Island, DE*

*Below, left: A lively dinner in Rehoboth Beach, DE*

*Below: The infamous Bay Bridge welcomes the FCA-MAR*



Photos Carrie Neuberger and Pat Transue



# New Member Welcome Rally



The Fall New Member Event was held on October 29th. The day started at our MAR Sponsor, Ferrari of Washington, where they showed their excellent hospitality and welcomed us with a great breakfast spread. From there we ventured out on some of NoVA's best backroads with a wide variety of makes and models – Lamborghini, Lexus, Lotus, and of course Ferraris. Lost Barrel Brewing in Middleburg was our final destination for the day where we could relax and enjoy the company.

This event is meant for the newest members to come out and enjoy their cars with like-minded people. And the MAR offers many chances for folks to do just that. It is a great way to just unwind and relax. Everyone is welcomed, not just Ferrari owners – just look at the marques we had represented today! Heck, I joined 17 years ago and only had dreams of purchasing a Ferrari.

So, yes, at your first event you are called a New Member and perhaps you mostly keep to yourself and look at the cars. But quickly you meet the drivers and your Ferrari experience blooms from there. At future events you begin to have adventures together. You will discover shared interests (mostly cars, let's be honest) with these other drivers and, maybe more importantly, their co-pilots. Then, all of a sudden these 'car' people become friends and you look forward to seeing them at the next event. Or maybe you meet up for dinner. My wife and I met two of our very best friends at a Ferrari club event 15 years ago.


*Above: All smiles at FoW which welcomed us for the rally sendoff to Lost Barrel Brewery in Middleburg, VA*  
*Below, left: The rally creeps through town of Middleburg*

So, from this point on, New Member, we will simply address you as Friend. Make sure you come out and begin building memories with all your new friends.

*Curtis Campbell*



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# Our First Year in the FCA-MAR Club/Family



As I was writing this year's d'Appalachia Event article it occurred to me that it was essentially our one-year anniversary with the FCA-MAR family. I say "family" as that is how we have felt since day one.

Maybe I start with how we happened into the club as that is very telling of the welcoming nature of the club as a whole. Having been a car guy since I was old enough to "drive" my matchbox cars around, I have a love for all things automotive but especially on the high-performance side and Ferraris like the '69 Daytona and 575 Maranello. So that explains my interest in the club, but Gail is not quite so much of a car gal. For instance, standing around at a car-&-coffee or watching them go by on a track is not usually her idea of a fun time. But noting that her choice, for my 60th birthday automobile present to her, was a Maserati GranTurismo, you get the idea she shares some of that performance desire with me. Which brings us to how we ended up in the club. I met Ricky Greer at a Ferrari of Washington cars & coffee while ogling his stunning Giallo Modena yellow F12 tdf. We had gotten to talking rallies, as Gail and I had come to enjoy those together in her Mas. I was asking Ricky if he knew of any other rally groups to which he replied, you should join the Ferrari club....

*Above, left: Randy and Gail Stone*

*Above: Randy avoiding traffic at Philippi covered bridge*

*Below, left: Randy taking photos of F40 at indoor concours*

*Below: Gail with her FCA-MAR friends at 2022 Holiday Party*

But we do not have a Ferrari .... You don't need one to join the club.... So, join we did.

We had joined late in the season with the d'Appalachia Sessant last year being our first outing as brand-new members of the FCA-MAR family, and we did not know what to expect especially walking in to see a decked out 40 foot table right in the middle of the Ferrari of Washington showroom. We ended up sitting at the head of the table with Mike and Nina, John and Krisna, Justine and John, welcoming and exuberant talking events, cars, planes and such. The rest of the weekend was equally engaging and exciting, making new friends and sharing fun experiences. OBTW, I loved honing my spirited driving skills chasing Danny, Mike, John, Eric, Pete and several others around the West Virginia countryside. Gail appreciated them sharing their knowledge with respect to my driving also! This year's event was no less amazing by the way.







*Left: Randy enjoying his time with the 'boys' on the Endless Summer beach cruise*

*Below: Gail with Sonja Tepley, and with Randy in a group photo taken during the Gran Turismo d'Appalachia*

We've done 19 or so events, mostly as a couple, which was one of the reasons we have enjoyed the club so much. I have gone solo to several local events like the autocrosses and track days as well as F1 Watch Parties at FoW and Lashdeep's Indoor Cars & Coffee. But the preponderance has been driving/social events which are what interested us in the club in the first place. And we did not even make it to the karting events and a couple others. As for the events themselves, it's hard to say which ones are our favorites although the annual four-day d'Appalachia has got to be hard to beat with all the driving, activities and moreover socializing. The Rehoboth Summer Beach Cruise was another favorite for the same reasons.

I would have to say the club trip to Montreal for the F1 race has to be one of the standouts. Lunch at Sackets Harbor in the New York State Finger Lakes region and on to the fantastic Hotel10 in Montreal having Lashdeep and the gang showing us newbies the ropes and getting to all the best restaurants and local hangouts in town. Did I mention that is the craziest weekend of the year in Montreal. We both enjoyed the race day, and even pre-race excitement immensely!! What better way to enjoy the festivities than with a great group of friends!

Last year's Holiday Party stood out to us being both elegant and fun. One standout part for me was the Racing With Ferrari

panel discussion with Frank and Bud describing what it is like to drive in the Ferrari Corse Clienti driving their 599XX and F2003GA Rubens Barrichello F1 cars respectively.

It is hard to say which are our favorite events. For us it is both the journey and the destination. The journeys have been through some of the most beautiful Maryland and Virginia back roads to places like The Butler Cabin, Lost Barrel Brewery, Facci Ristorante and more. And as I've said a couple times, it's not so much the places but the people we have been with!

Partnering with Ferrari of Washington is another awesome part of the club for me ...besides the fabulously catered events, including Enzo's Birthday, the annual Holiday Party, F1 Watch parties, ... where else would I have gotten the opportunity to drive Ferrari's latest and fastest mid-engine supercars (the 296, F8 and SF90 specifically). Going to a Ferrari-only Track Day with Ricky and Tabitha in his SF-90 was pretty cool too. What's not to like about hanging out with great folks like KJ and his beautiful 430 Scud along with seeing an Enzo, a LaFerrari, a Monza SP-1, past and current Challenge cars and a host of others up close and personal in the pit and on the track!

In our minds the people in the club are what make the club. And we are amazed at the amount of work put into this club by an all-volunteer board!!! We as a club are truly blessed.

So, I can safely say we are really enjoying our new-found Ferrari friends and family. Not that Ferraris are not way cool, but the people are cooler! So here we are a year and some 19 or so club events later having such a great time with amazing people and great events. to say it is one of the best groups of people we've come to know.

## *Randy and Gail Stone*





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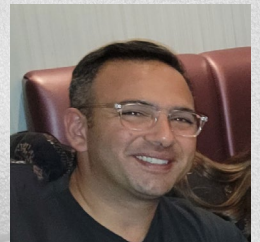


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