

HORSETALES

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via email: membership@ferrariclubofamerica.org

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Have an idea for an event? Want to help with an event? Contact Regional Director Mike Fandozzi via email: (mikefandozzi@yahoo.com).

Only events approved by the RD and listed either in HT or on the Club's web site are officially sanctioned FCA/NER events. Any other event purporting to be a Club event and not listed on our calendar is not sanctioned and as such the Club has no affiliation whatsoever with and thus can not be held liable for any donations made to such unsanctioned events.

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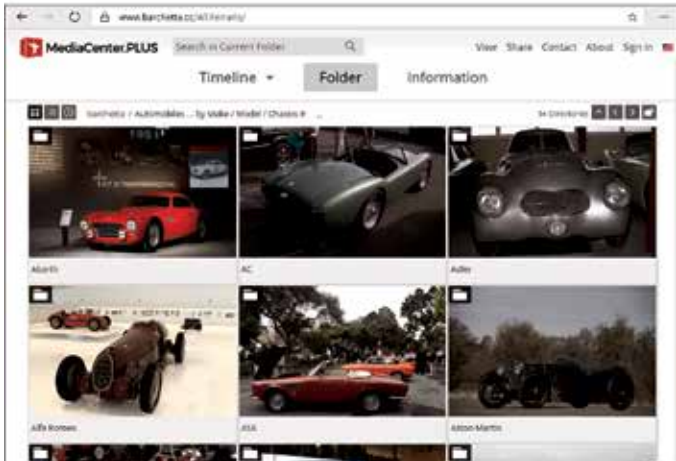
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FCA/NER is the New England Region of The Ferrari Club of America covering Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont. The Ferrari Club of America, incorporated in 1962 and recognized by Ferrari S.p.A has 16 regions throughout North America, and 32 chapters within these regions putting on events. For membership information visit FCA on the web at www.ferrariclubofamerica.com or call 800.328.0444 | mailing address: Ferrari Club of America PO Box 2488 - Ft Lauderdale, FL 33303



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FROM THE REGIONAL DIRECTOR



Hello New England Region Members,

Poke a fork in 2020! For a year with most everything cancelled and many people rarely leaving their homes, it flew by in a blink. I want to wish all of you a wonderful and blessed Holiday and a very Happy New Year! 2021 might be the most anticipated year since Y2K. I will be working with the leadership team to fill out the NER calendar with exciting events for the coming year. I look forward to a much more socially active 2021 club experience.

In club news, we have a new Connecticut Chapter President, Christopher Graves. Also, Lee Coppola has been reelected for a 3rd term for the Rhode Island Chapter. I want to thank Lee for taking on an additional term to continue the great work he started in RI and Chris for stepping up and helping lead the CT Chapter. When you see them please say thanks.

Warmly,

Mike

Mike Fandozzi

NER Regional Director

2020 EVENTS CALENDAR

JANUARY

1/21-24/21 **The 30th Palm Beach Cavallino Classic** (Non-FCA Event). See the following link for more information: <https://www.cavallinoclassic.com>

JULY

7/11-17/21 **Ferrari Annual Experience 2021 Part 1:** 4 days of activities with a unique Northwest flavor, **Part 2:** Drive Oregon 2021! A choice of four different 3 day/2 night drives to explore Oregon's spectacular roads and scenery

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EXPERIENZA FERRARI

Story by: Christopher Graves, Photos by: Dan Wagner

Ferrari North America hosted an Esperienza Ferrari 6-8 November in concert with Miller Motorcars. The highlight of the affair included test drives of the new Roma, as well as the F8 Tributo and Tributo Spider. The event was exquisitely catered in a stunning venue in the hills of Greenwich CT, and included displays of Amalgam models, a tasteful Ferrari Atelier display, Ferrari art, and the obligatory Cavallino Rampante at every corner. If you ever find a chance to join an Esperienza Ferrari, you should make every effort to attend this reservation-only affair.

The real treat, however, was the chance to drive the new Roma. Fair disclosure, my wife (Kathy, also a Ferrarista and driver) and I drove a 550 Maranello to the event to add an air of quality to the affair. I highlight that as it impacted our experience in a couple of ways. First, it highlighted the stunning beauty of the Roma's lines.

The Roma playfully references Ferrari's historic front-engined GTs, with subtle design cues throughout. Next to the 550, you see a lovely execution by the post-Pinninfarina in-house Ferrari design team led by Flavio Manzoni. Of course, I am partial to this design, but upon gauging audience reactions, I don't think I am alone in saying this is an artistic masterpiece.

The second quality of moving from a 550 into a Roma was the accentuation of how very different the Roma was to an analog Ferrari. Visual displays inundate the interior of the Roma, encompassing almost your entire field of vision in some way. Even the mirror adjustment on the left side of the dash is a micro-display haptic touch screen. If you blindfolded me and put me in a 550, or any Ferrari prior to the current crop, I could start it, turn the A/C on, operate the sport and ASC controls, and rolldown the windows by feel alone. In the Roma, the only physical control I seemed to



have available was the manettino and the reverse selector (which has a brilliant visual reference to the glorious gated shifters of yore). The dashboard is completely gauge less, and instead is a video screen. The radio and nav resembles an iPad in the center console, and there is even a screen for the passenger, akin to that found in the F8 Tributo, but larger. As one who only has analog cars in his stable, this was overwhelming, and quite distracting. I suspect if I had driven in a friend's AMG or BMW SUV, I would have had acclimatization prior to stepping into the cockpit. This car is a vast departure from the analog world!

The seating also deviated from what I would term conventional Ferrari setup. The center transmission tunnel is exceedingly high, and seems to "cocoon" the front occupants. The aesthetics of this effect is cool, but for such a large car, it also borders on the confining. The position feels something like what I would suspect

a Ferrari Monza would feel like, isolating the driver from the other occupant, or in the case of the Monza SP1, ditching the other occupant altogether. The seats are very comfortable, and transmission super fast and smooth. For myself, the brakes were quite grabby, much to the detriment of the Ferrari North American chaperone assigned to shepherd me on the drive.

Again, a 550 requires a deliberate effort to the clutch and brake, which did not help in this experience. The steering likewise is very light, with feedback dialed down to a muted level. Coupled with a supple ride, the only sensation differentiating this as a Ferrari was the engine's sound, which Maranello thankfully allows into the cockpit for enjoyment of the occupants.









This is not to suggest the Roma is not a good car. It is a great car. It is fast, planted, nimble and competent. To think Ferrari's entry level offering has 620 horsepower, driven through a brilliant 8-speed dual clutch transmission, in a fairly lithe package is admirable. Merging onto the Meritt parkway was instantaneous (precise measurement there), and Ferrari has done a great job at concealing turbo lag in the endeavor. Apply the go pedal, and the

Roma will go quite fast. It shaves a bit of interior space compared to the Lusso, but the trunk is functional, and backseats sufficient for rugrats and the like. The car sounds glorious when starting as well as under acceleration, but maintains sufficient refinement so as not to draw the ire of the neighbors.

Ferrari New England and Miller Motorcars will be getting demo cars in early Q1 of

2021. I would recommend reaching out to test for yourself. Some of us old curmudgeons will cling to the analog of days gone past, but if you fancy yourself a fast, competent daily driver, and are not so archaic as I am, the Roma would be a lovely addition to your stable. ■



2020 BOSTON CUP

Story by: Mike Fandozzi

What is the Boston Cup? According to founding chairman Rich Doucette, “The Boston Cup is now in its 10th year and considered to be in the top five Classic Car Shows in the country and is the only car show of its caliber in the Northeast. With over 30,000 people in attendance and a 1,000 VIP’s, The Boston Cup continues to draw and delight car enthusiasts from all over New England and beyond.”

The show is normally held the last weekend in September on the Boston Common around the Parkman Bandstand. This year due to COVID-19 restrictions it was moved to the

grounds of Encore Boston Harbor and limited to 50 entries. Attendance was limited as well with no more than 50 people allowed on the show field at a time.

Several members of our club turned out to display their vehicles, not all Ferraris and not all automobiles. While the actual show was just a shadow of itself, the participants and attendees enjoyed the diverse offering of vehicles. The limited number of attendees allowed for more time to check out the cars in detail and to engage the owners in a deeper conversation about their vehicles. I hope you enjoy the pictures of some of the cars on display. ■

2015 Ferrari FF Owned by Paul Antonelli





*1931 Chrysler Imperial owned
by Morgan Joseph - Best of Show*



1927 Bentley Owner not specified



*1961 OSCA Zagato Double Bubble
owned by FCA club member Nick Grewal*



*1969 Ferrari 365 GTC owned
by FCA Member Steve Wolf*



1915 Stutz Bearcat



*1967 Aston Martin DB6 owned by FCA Member
Tom Brigiotta - 2nd Place*



*2019 Indian Chief Vintage
Owned by FCA Member
Michael McKelvy*



*FCA Members
Paul Antonelli (Left),
Michael and Wendy McKelvy
(Right) in front of Wendy's
2020 Ferrari Portafino*



A view from the rear porch balcony



Nick with his 1961 OSCA Zagato Double Bubble



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365 DAYS

Story and photos by: Sam Hallowell

On Tuesday, October 22, 2019 I waved goodbye to my 1972 365 GTC/4. A very large car transporter arrived in Providence on its way south to pick up the car for delivery to Farrell Creations & Restorations in Mooresville NC for body restoration and repaint. Driving that summer I had spotted a small rust spot growing near the right front wheel well and decided that it was time to prevent further deterioration and also make a color change. My car has gone over 105K miles and the existing body

color (a metallic burgundy) was at least 28 years old, not period correct, with small cracks and chips here and there. The paint was also a little thin in places too. Why North Carolina for a paint job? Tom Farrell had been recommended to me by a friend with vast knowledge of vintage Ferraris because his shop had restored and painted another C/4 to a very high standard. It was going to be interesting to see how the Italian stallion was going to be treated in Mooresville which has the nickname “RACE CITY USA”. More than 60 NASCAR &

IndyCar teams and suppliers surround the Farrell shop!

Due to a back-up in other projects stripping the car did not begin until February. The accompanying pictures show the process. Just about everything on/in the car was removed except the engine. It stayed because the paint in its compartment was in good shape. Amongst the pictures is a shot showing the original green body color (Verde Medio Nijinsky) alongside the existing burgundy. While Verde Medio was a relatively rare color for a C/4, it was not



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to my taste and certainly would attract the attention of county mounties as I sped by. Since I have always thought a C/4 looked better in dark colors which highlight the body lines, I made the decision to skip originality and paint the car Blu Sera Metallic.

After the car was stripped and three layers of paint removed the body was examined for rust, dings, and faulty repairs. Luckily for my budget the body

lines were straight, very little bondo had been used, no accident repairs and only a couple of small rust spots. After the metal repair was done, to quote Tom Farrell, “everything metal was prepped and painted with epoxy primer then painted with high build primer. After body work it was primed again with high build primer and block sanded straight. It was then cleaned and painted with sealer, then 4 coats of base coat and 4 coats of clear. After drying for a week it

was block sanded from 1000 grit to 3000 grit and buffed”. Whew, not your simple Earl Scheib paint job! You can judge for yourself the deepness of the color by looking at the picture of the hood with the coffee cup sitting on it

On October 23, 2020, 366 days after leaving Rhode Island, a trailer driven by Tom and his wife Gwen arrived at the Newport Car Museum. Fantastic job Tom! ■



SOUTHERN NH CRUISE

Story by: Bruce Del Signore, photos by: Mohamed Haider

On October 4th we had 18 Ferraris and 29 members from the NH, VT, CT and MA chapters come together to cruise through Southern

NH. Although COVID-19 has put a damper on many activities, we all donned our masks, signed our waivers and maintained social distancing for the cruise. Our trip took us through

the colorful back roads of Merrimack, Amherst, Mont Vernon, Francestown, Bennington, Peterborough, Temple and Wilton.





Coffee and bagels at the Bagel Mill in Peterborough gave us some mid-cruise social time. We also had the opportunity to drive on a gravel and dirt road due to a miscalculation from my GPS. Ughhhh! A nice selection of Ferrari models throughout the range was represented: Testarossa, California, FF, F12, 308, 360, 430, 456, 458, 488, and 612. A few of us even got the chance to push start the Testarossa at the midpoint due to a starter issue. Everyone had an enjoyable time and it felt good to get out and drive our cars during a season in which most car events have been cancelled. I want to thank everyone that participated. Hopefully next year we will have a busier FCA event schedule. ■





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CARBON DREAMS

Story by: Chris Graves

I have long suffered an unhealthy obsession for carbon fiber, an obsession I first acquired when learning about the miracle substance some 30 years ago in college. Its extraordinary qualities, and exceptional weight advantages transcend its import above a mere material. Carbon fiber shares a unique place on the podium of materials next to titanium and Kevlar, arguably holding top-center on the rostrum. It is sexy stuff indeed! This thought coursed through my head as I recently eased into Chris O'Donnell's magnificent 430 Scuderia for a drive

through New Canaan's back country. I was in a state of euphoria from the carbon alone!

Chris has owned his 430 Scuderia for almost 10 years, picking it up from Miller Motorcars after the 458's started hitting the market. An admittedly unusual car for a first Ferrari, the raw, driver-centered 430 Scuderia satisfied Chris's checklist for requirements, a checklist that included: 1) being a Ferrari (because, well, Ferrari); 2) having engaged driving dynamics; and 3) a stable of 500 ponies dancing under the hood. The exclusivity

of this variant also weighed into the decision. Chris was leaving a E46 M3, so the "crisp" nature of the 430 Scuderia was welcome familiarity. After extensive research, he confidently strutted into Miller Motorcars to purchase the gorgeous black 430 Scuderia that had been taunting him on their floor only to find it had been spoken for by an equally enthusiastic client. Being good salespeople, however, they promptly located a like-specified 430 Scuderia at Ferrari of Houston, and did the proper thing arranging for its delivery to bucolic Connecticut.



For those who may have missed the memo, Ferrari crafted the 430 Scuderia to be a limited production, more track-focused 430. It is road-legal, so a step tamer than the 430 Challenge race cars lovingly built by our friends in Maranello, but it has some pretty impressive creds to it. First, the engineers at Ferrari carved out over 100 kilograms (Italian speak for more than 225 pounds) from the already

light 430. The diet includes tricks like a Lexan rear window, titanium lug nuts, and plenty of creature comfort deletes, such as reduced sound proofing. Of course, the aforementioned carbon fiber was on the menu as well, and the serving is hefty. When you open the doors, the entire inner door panel is carbon fiber, without the conventional Ferrari swaths of leather. In lieu of car mats, powder-

coated aluminum flooring creates a highly purposeful spice to the interior. Settling into the car, your derrière rests upon well crafted carbon fiber racing seats, considerably improved upon from the Enzo Ferrari's offerings of only a few years earlier. Looking forward, carbon fiber wraps around a simplified dash furthering the occasion. Have I mentioned that I love carbon fiber?



Underway, the Scuderia sings a lovely aria, quite a bit more pronounced than a stock 430. Chris truly enjoys the aural sensations of the car, a quality that encourages some spirited application of the right pedal during our drive. The lovely stone walls of Connecticut further accentuated this for great effect through our drive. At 3500 RPM, the valves open up and the aria grows with vigor all the way up to an impressive 8500 RPM redline. Ferrari paid close attention to the affair when developing the Scuderia, and it is easy to appreciate why as the cabin fills with a glorious howl. Carbon ceramic brakes, common place in today's supercar market, but a rarity in

2009, keep the whole affair in check. Fun side effect of the ceramic brakes, lightened wheels and titanium lug nuts is an appreciable reduction in un-sprung weight on the corners, resulting in an improved ride quality even with stiffer suspension setup. This car is stiff, but sufficiently compliant to handle the dodgy back roads of Connecticut.

Drivability of the 430 Scuderia encourages Chris to use the car quite a bit. He has ventured as far afield as Cincinnati Ohio from Norwalk CT, and has let his ride taste the asphalt of Monticello and Lime Rock for measure. To date, the Ferrari has actually proven

to be a fairly reliable drive for him. Chris has gone as far as integrating the car into his son's travel soccer destinations, with cleats off, of course. I suspect there was nothing subtle in that arrival.

While venturing to his alma matter in Massachusetts, Chris parked the 430 Scuderia a bit distant from the venue he was visiting. On this corner of the lawn, a young man, alone, was sitting on a bench nearby. This, being a school of repute (Phillips Exeter, for the record), Chris thought nothing of it and walked off to his affair. Upon his return at the end of the night, Chris found a letter under his windshield wiper. Fortunately,



it did not confess to some damaging affair or other misadventure befallen upon the car. Rather, the young man shared that he and his recently-passed uncle had long dreamt of a 430 “Scud” as the car is lovingly referred to. The serendipitous parking of this car, on the far corner of the field, near where the young man was sitting, brought him to tears, and compelled him to share it with the owner on a lonely piece of paper.

Ferraris are evocative machines. In any given era, there are plenty of competitive cars out there which can match this statistic, or that feature, but none hold the gravitas of Enzo Ferrari’s creation.

For 90 years, Enzo’s Scuderia has earned an unparalleled cachet amongst the car world. In a not-so-subtle reminder of this preeminence, Ferrari quite publicly employed Michael Schumacher as a consultant on the 430 Scuderia’s development. For Chris O’Donnell, his carbon bedecked masterpiece is far more than the brilliant assemblage of parts registered as a 430 Scuderia; it is the ultimate expression of the automobile, pedigreed with an amazing history. ■





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