

HORSETALES

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HORSE TALES



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FERRARI club of america
NEW ENGLAND REGION

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CLUB BUSINESS

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December	November 7

ADDRESS & E-MAIL CHANGES

FCA/NER

c/o **Randy Steyer**, Membership Chair

via email: membership@ferrariclubofamerica.org

OFFICIALLY SANCTIONED EVENTS

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.

VISIT US ON THE WEB

www.fca-newengland.org

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THE FERRARI CLUB OF AMERICA

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 Regional Members,

I want to thank the numerous members that have reached out with a warm welcome and offered their support to me in the role of regional director. Gary and Suzy left the region in great shape and I hope to continue to improve the membership experience and grow our numbers. Like all the regional directors before me, I'm here to help you have the most enjoyable club experience possible. I'm working with the chapter presidents to build a fun and unique calendar of events. We will do our best to schedule drives and social events that allow you to engage in the club in the way you want. Please reach out to me or any of the chapter presidents if you have suggestions or feedback on events or any aspects of the club experience. We are here to serve you. I could use your help in growing the membership so please spread the word about the club and encourage your fellow Ferrari enthusiasts to join. Simply point them to <https://joinferrari.org> and they can quickly and easily sign up. Enjoy the spring and before the next issue arrives, we will all have our cars out and hopefully be enjoying the company of our fellow members at one of the upcoming events.

Warmly,

Mike

Mike Fandozzi

NER Regional Director

MEMBERSHIP MILESTONES

I would like to congratulate the following individuals for reaching a new membership milestone:

10 YEARS

Vincenzo Capasso	CT
Clifton Fink	CT
Kenneth Goldman	MA
Jay Szymaszek	CT

15 YEARS

Konstantinos Andrikopoulos	MA
Charles Centore	MA
Michael Janiszewski	CT
Jim Lamb	MA
Lawrence Roberts	CT
Thomas Saupe	MA
Richard Spooner	CT
Bob Tkacik	ME

Barney Hallingby

Robert Hatch	CT
Elliott Hillback Jr	MA
Yiannis Levendis	MA
Paul Morgida	MA

25 YEARS

Ara Gechjian	MA
Paul Russell	MA

20 YEARS

Ronald Gaeta	CT
Jeff Greenfield	MA

30 YEARS

Roshan Siva	VT
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2020 EVENTS CALENDAR



for more details and continuously updated information:

www.fca-newengland.org | www.empirestateregion.com | www.fcacanadaeast.org

MARCH

- 3/22 **Bahrain Grand Prix Viewing at Ferrari of New England** in Norwood, MA at 11am. RSVP to **Maria C. Rondinelli-Lopez** at mrondinelli@ferrarine.com

APRIL

- 4/29-30 **FCA: Ferrari Club Track Days at Watkins Glen, NY.** Get your car out of storage and come to our 2 day track event taking place Apr 29-30. (Wed-Thurs) NO PREVIOUS TRACK EXPERIENCE NEEDED. ALL LEVELS WELCOME. Non- Ferraris are welcome. INSTRUCTORS INCLUDED WITH REGISTRATION.
Questions to Bob Coates rc@parawire.com

MAY

- 5/03 **FCA: Cars and Coffee @ Lombardo Motorcars**, 8am-12noon, 228oBerlin Tpke Berlin CT 06037, 860-438-7958. Contact **Mike Odierna** for more details.
- 5/9 **FCA: Pleasure Drive to Tuscan Kitchen in Salem NH**, Cheese Making Class in their Wine Cellar and Plated Lunch in a private dining room. 10:30a-3:00p \$65pp includes the cheese you make, lunch from a special selection menu and reserved parking. RSVP by April 20th. **Contact Bruce Del Signore to sign up or to get more information.**
- 5/31-6/2 **Greenwich Concours d'Elegance**, Greenwich CT, greenwichconcours.com

JUNE

- 6/7 **Azerbaijan Grand Prix Viewing at Ferrari of New England** in Norwood, MA at 11am. RSVP to **Maria C. Rondinelli-Lopez** at mrondinelli@ferrarine.com
- 6/13-14 **FCA: Ignition Speed Festival, Foxwoods Resort Casino & Overnight** with 48hours of Activities (Spectator & Participants Welcomed) ignitionspeedfestival.com, thespaatnorwichinn.com or foxwoods.com
Join the Rhode Island chapter as we cross the border into scenic Connecticut to participate in the multi-day Ignition Speed Festival. Starting with the **Super Car Road Rally** on Saturday, June 13th registered members meet in Seymour, CT with a 100m journey ahead of them. The route takes us to Thompson Speedway Motorsports Park and finishes at the Foxwoods Resort Casino for an after party. Next up, a **12hr Monza Endurance Karting Race**, spectators and drivers welcomed. Day 2 offers **C.A.R.T. Auto Crossing, Drifting Exhibition**, and an **E-Sports Tournament**. Registrations for each event will come together independently on the event website and for club coordination through the RI chapter email notifications. We encourage you to book your overnight stay ASAP at the Foxwoods Resort Casino, or The Spa at Norwich Inn. Please contact **Lee Cappola at fcannerri@gmail.com** to be added to the RI chapter notifications and share your interest for any of the events offered during the Ignition Speed Festival.
- 6/14 **Canadian Grand Prix Viewing at Ferrari of New England** in Norwood, MA at 2:10 pm. RSVP to **Maria C. Rondinelli-Lopez** at mrondinelli@ferrarine.com
- 6/20 **FCA: Parker Maple Barn Dine and Drive**, Burlington MA to Mason NH. More info to come.

JULY

- 7/25-29 **FCA: 2020 Annual Experience in Mont Tremblant Canada.** Hosted by the Canada East Region in 2020 the FCA Annual Experience goes international, and not just to Canada, but French Canada, at Mont Tremblant. The world-famous ski and holiday resort is just an hour north of Montreal and home to Circuit Mont Tremblant. For more information go to FCA2020.org
- 7/31-8/1 **FCA: Ferrari Club Track Days at Lime Rock Park**, Lakeville CT. Unmuffled! Join us in the paddock (free!) to socialize if you aren't driving!) NO PREVIOUS TRACK EXPERIENCE NEEDED. ALL LEVELS WELCOME. Non- Ferraris are welcome. INSTRUCTORS INCLUDED WITH REGISTRATION. **Questions to Bob Coates rc@parawire.com**

AUGUST

- 8/21-23 **Dream Ride** – An epic gathering of cars and motorcycles to benefit Special Olympics. At Farmington Polo Club in Farmington, CT; dreamride.org
- 8/28-30 **Ferrari Challenge Races at Watkins Glen, NY.** Ferrari Challenge Races at Watkins Glen, NY. Drivers of the Ferrari Challenge Races will finish the 2020 North America series at Watkins Glen, NY in late August before heading to the final round at Finali Mondiali. A hoot to watch, come check out the 488 Challenge cars and the 'gentlemen racers' who race them.

SEPTEMBER

- 9/4-6 **FCA: Ferrari Club Track Days at Watkins Glen, NY.** Registration form coming soon. Tech form below. NO PREVIOUS TRACK EXPERIENCE NEEDED. ALL LEVELS WELCOME. Non- Ferraris are welcome. INSTRUCTORS INCLUDED WITH REGISTRATION. Questions to Bob Coates rc@parawire.com
- 9/6 **Italian Grand Prix Viewing at Ferrari of New England** in Norwood, MA at 9:10am. RSVP to **Maria C. Rondinelli-Lopez** at mrondinelli@ferrarine.com
- 9/12 **FCA: Heritage Museum & Gardens**, Saturday, September 12th, 67 Grove Street, Sandwich, MA 02563
Join fellow members on Cape Cod for an opportunity to mix and mingle with owners of unique vehicles dated back to the early 1900's. Cocktails for Cars is an annual fundraising event where we have the privilege to showcase our marquis on the lawn surrounded by the exotic gardens in bloom to the season. The Heritage Car Museum, art gallery and endless gardens are open to us throughout the event and Ferrari parking at the museum will be concourse style. Overnight stay at the Belfry Inn & Bistro is encouraged for those traveling from afar. Registration opens **Monday, April 6th** heritagemuseums.org/cocktailsforcars, belfryinn.com
Please register directly on the Heritage website when the URL is available and RSVP to **Lee Cappola at fcannerri@gmail.com**.
- 9/20 **Singapore Grand Prix Viewing at Ferrari of New England** in Norwood, MA at 8:10am. RSVP to **Maria C. Rondinelli-Lopez** at mrondinelli@ferrarine.com

OCTOBER

- 10/1-4th **FCA: Audrain Newport Concours & Motor Week**, October 1-4th, Newport, Rhode Island audrainconcours.com A multi-day event with several no cost, ticketed, and private activities. The RI chapter is in the early planning stages with the event coordinators and will update the New England FCA club when more information is available.

MATT DAMON CHRISTIAN BALE FORD v FERRARI



FORD v FERRARI WHAT WE SAW AND DIDN'T SEE

By: Tom Ducibella

Since all of us have seen the movie or read reviews, what's the use of another write-up? Well, most reviews were relatively superficial - space constraints? non-motor head reviewer? Little, if any, Le Mans research (the books are out there)? No interview with Shelby or Miles (now, that would be difficult).

And another thing, there may not be another popular movie about such an automotive historical milestone with an equally compelling story line in the rest of my (our) lifetime(s). Oh, sure, there have been other movies about racing, but most have not had broad cultural appeal, were very stylized, and human relationships were superficial or professional. Compared to the others, how did this movie do the seemingly impossible - delve deeply into racing history, provide a feeling about the racer's mind-set at speed, include significant track time, and still be grounded in two human story lines - Ken Miles's family and his relationship with Carroll Shelby?

From a car load of interviews, articles by automotive historians, and stories from actual team members (regarding Le Mans and the movie), many fascinating back stories help to explain how the movie came together - not so much as a documentary, but more as a historical drama. And, given a drama, how much liberty was taken with the characters, events, cars, and history? We will touch on these. Disclaimer: whole books have been written on this subject, so don't expect to find all the answers here (some of the books will be listed at the end).

The Characters

First, let's look at the main characters that made the story so intriguing: mechanic and race driver - Ken Miles (Christian Bales), his better (personality) half - Mollie (Caitriona Balfe), and the man who made Ford's international racing reputation - Carroll Shelby (Matt Damon), with a supporting role from the Miles's son, Peter (Noah Jupe), and brief apparitions of Enzo

and Henry look-a-likes.

Bales's acting (playing Miles) has resulted in broad acclaim as a portrayal of the atypical Brit with American can-do determination, a motor-head passion for speed and occasional temper, and deep family bonds. And, he even looks a bit like the lanky Miles and superbly carries out the role. Balfe creates an outstanding complementary figure - equally determined, savvy, quirky, keeping the family grounded, while thinking outside the box to get Miles on track (her jaw dropping driving scene) and letting the boys fight it out, while pulling up a lawn chair versus interfering. Jupe is a wonderful family adhesive force that follows the challenges of his father's racing career (how common is that - Andretti, Hill, and so many others).

Meanwhile, playing the part of Shelby is a challenge that perhaps no actor could carry off (as the smooth talking, Texas ex-chicken farmer, Le Mans winner/Aston Martin/1959, entrepreneur, his face is the cover of Sports Illustrated in 1957). But,

Matt Damon's cool-headed portrayal, acting skills, popularity as an actor get the job done. His scenes make you feel like you were there - maneuvering Henry (Ford II), combatting his bureaucrats, deepening the friendship as well as respect between him and Miles, and making history for Ford.

The Plot

Thanks to the director, Jim Mangold, the plot also has character. The movie opens with Miles in his own shop in CA and our attention is immediately drawn to Mollie's creative approach to get his attention, which establishes the importance of their relationship throughout the movie. Miles not only "wrenches", but races and his success comes to the attention of Shelby, who needs his skills and makes him an offer that he accepts, but not without the help of Mollie's input while exhibiting her own back road driving skills (Denise McCluggage style). The offer signifies the start of one of the greatest racing collaborations and stories ever - A relatively small amount of Ford money allows Shelby to hire some California hot-rodders and Miles to begin work on the Cobra.

Meanwhile, back at Ford, a Princeton-trained engineer turned salesman, Lee Iacocca, is pressing Henry Ford to get on board with increasing its market and name recognition through expanding its racing reputation internationally, especially in Europe. As he also proved later at Chrysler, Iacocca was a big thinker and his pesky persistence finally convinced Henry to get his company in gear (over the conservatism of Ford bean counters). But they needed a lot of race car development expertise (in addition to Ford engineering) to compete on a stage like Le Mans with a machine beyond the Cobra. Shelby, Miles, and their devoted, indispensable crew members are up to the challenge (all of their roles are huge in terms of racing development, including Remington and Agapiou).

Director Mangold has the challenge of making choices about how much of the intricate history to cover (Ford had another group working in UK) and succeeds by

keeping the story on track. In a short time, the Cobra, GT40, and Mustang are born. Ironically, it was the insistence of the son of Italian immigrants (Iacocca) who leads America into an uphill battle to defeat Ferrari, Italy's legendary Le Mans winner (for ex., 1960-1965).

The movie's tension is palpable. Not surprisingly, it was a rough start for Ford. At Le Mans, the Fords/Cobras were defeated chiefly due to mechanical failures, with 1,2,3 Ferrari finishes in both 1964 and 1965. (For you history buffs, these Fords were winning races in the USA.) Meanwhile, with Ford marketing types preventing him from racing at Le Mans (as he does not meet their corporate character criteria), the movie shows Miles simmering while listening to the race coverage on the radio with his family. As you might expect, after these losses at Le Mans, Shelby should be on Henry's hot seat, but a pivotal scene shows Damon out-witting (convincing) Henry to give Le Mans another go - he had Enzo's ego in horse power hell with the Ford 427s and implies there were just some bugs to work out. Had it not been for Ford's own ego to continue, racing history may have been much different.

That extra year made the difference for Shelby's team. Finally, all their persistence paid off with a 1,2,3 finish in 1966. There is not enough room here for more about the twists and turns in the plot that kept the drama rpms near red line. A sampling: How did Miles get to drive at Le Mans? How did the 1,2,3 abreast finish come about (no headsets then)? Was it Shelby's idea? With Miles far ahead in the lead on the last lap, why did his GT40 end up in second place? Where were the Ferraris? After Le Mans, what happened to Shelby, Miles, and his family?

The Undercurrents

In order that I don't leave out a crucial undercurrent until the end, let's put aside the racing plot for a moment. On an equally important level, this is a movie about following your passion and living your dream. Shelby never quits his mojo for leading a team to develop a world-class race

car and defeating Ferrari (who had offered him a position but not enough money). Even his Cobras are legendary and appear often in the movie. Miles loves racing because of his passion for speed and becoming "one" with the race car. He ignores Ford's instructions to reduce rpms when victory is almost in hand, not because he is stubborn or to avenge the Ford bureaucrats, but to feed his need for speed - that is his personal high, his mountain top. Mollie never stops believing in Miles and her ability to keep the family together. Iacocca risks his job at Ford. Even Henry took a big chance both financially and in terms of company reputation.

Racing historian Michael Schoen put it this way in his famous book, *The Cobra-Ferrari Wars*:

"So the Cobra-Ferrari struggle was a backdrop for the personal growth of the participants and for many observers as well, even today. Seen in this light, the Cobra-Ferrari wars were a big victory. It doesn't matter who won. The important thing was that both sides gave it everything they had." (post script to the 2nd edition, 2005)

Although there is obviously plenty of drama in the real events, a few liberties may have been taken in the movie. A few examples: Did the friendly fight between Miles and Shelby really take place, or was it an opportunity to showcase Mollie's response? Did Enzo, famous for not attending major races, actually show up at the 1966 Le Mans? (Enzo's biographer, Dal Monte, implies he did not.) Did Shelby try to make peace (of mind) with Mollie at the end? Lee Iacocca may not have gone to the meeting in Italy of Ford's representatives with Enzo (Dal Monte).

But, some of the movie script lines were priceless: Mike Fantozzi's fav - Miles, smiling while accelerating the GT40 with the bigger (427) motor, says: "I'll have a bit more of that". Another from Miles, comparing the GT40 to the Ferrari 330 - "If this were a beauty contest, we just lost". But in that scene and many others, the audience rarely got a good stare at the cars' stunning "architectures". I have to tip my hat to the film reviewer (Anthony Lane) who correctly

pointed out that the movie failed to realize its potential to dramatize the designs and art forms of the purposeful, angular GT40 and passionate, sculpted curves of the 330 P3s. After all, this was a story not only of men and machines, but also two cultures whose ideas of form and displacement (4 vs 7 liters) were so different.

The Racing and The Cars

With a reported 100 million dollar budget, the movie used some real cars, as well as replicas of Ferrari 330 P3s and GT40s with LS3-V8 engines (6.2L Chevy small blocks). Bucks also went to some real drivers, for example Derek Hill (Phil Hill's racing son), so that near Le Mans speeds (over 150 mph) could be attained with the race cars and a special vehicle (with movie camera) in close proximity. A Motor Trend magazine article indicated that original style tires made it challenging even for the professionals to do some shots in the rain, and the stunt with the 275 GTB (look-a-like) was not a digital creation. Director Mangold sought realism as Derek Hill had to dodge track debris and actor Bales went to the Bondurant racing school. The site of the grandstands was Agua Dulce airport in CA and rural roads in Georgia were used in place of the Mulsanne straight (the Le Mans track course has changed since 1966). Serious attention also was given to period attire (gloves, clothing, and helmets).

The Trailer That Wasn't

Since movie (esp. documentary) trailers are commonplace and there is so much more to the Ford/Ferrari duel, a trailer opportunity was missed and could have included much of the following.

No doubt about the monumental accomplishments of Ford, Shelby, Miles, and the GT40, which went on to win Le Mans in 1967, '68, and '69. Not only that, but the AC Cobra won many GT class races, the Mustang took the over-all win in the FIA World Touring Car class (>1600cc) in '65, and the GT40 was World Sports Car champ in '66 and '68, and won Daytona in '66 [see: The International Motor Racing Guide

(2003), by P. Higham; warning: 912 pages].

But Ferrari had its revenge and then a change in strategy. Not that many months after the 1966 Le Mans, at the race at Daytona, Florida (with Le Mans-like notoriety in the USA), Ferrari took 1,2,3 in their own photo finish, shocking the mighty Ford empire whose GT40s vastly out-numbered the three 330 Ferraris, one fielded by New England's Luigi Chinetti and his NART team, the 3rd place finisher, a 412P). For some additional perspective, at the 1966 Le Mans (portrayed in the movie), Ford brought 14 GT40s (8 Mark IIs) and about 100 personnel, while Ferrari had only 3 of its newest race cars (11 of 14 Fords failed to finish). It was well known that in 24 hour events that attrition was a big factor.

Some Speculation and Summary

Enzo also must have taken into consideration the following: His 4 liter cars were running against Ford 7 liter engines* and an almost bottomless bank roll (while Ferrari needed financial support; hence the Ford offer). In the mid 60s, Ford made about 1,000,000 vehicles per year (about 500,000 Mustangs in 1st year production) while Ferrari made somewhat over 500/yr. In the late 1960s, Enzo pulled back from Le Mans to focus on Formula 1, in which Ford and the Brits became formidable competition. After Ford, Porsche became dominant at Le Mans. [*Not sufficient space here to address the fact that Ford's high performance 4.7 liter

(289ci) engines were not deemed sufficient to win Le Mans vs 4.0 liter Ferrari 330s.]

In summary, for sports car enthusiasts, this is definitely a (family) movie worth seeing and for the ages. It is a story of American ingenuity and perseverance, identifiable characters, drama, and ample twists and turns, especially at the end. As an admirer of both makes, I give it a big thumbs up, while wondering how it will play in Europe, esp. Italy - this is a movie *made in the USA* and it is impossible not to "get" that. That aside, it may make you find your own version of (Miles's) driving "zone" after your oil reaches temperature.

Note: This review involved a bit of research to compare the movie to the real events and provide you, the readers, with some back-story info versus just a rehash of the movie. If any is in error, I welcome your comments and mea culpa.

For more on this exciting subject and some of the sources for this write-up, see below. Some of the books below have been reviewed in Horse Tales, Sept. 2016 and Dec. 2018.

Go Like Hell, AJ Baime

The Cobra-Ferrari Wars, Michael Shoen
Enzo Ferrari, Luca Dal Monte

Hagerty magazine, Nov/Dec. 2019

Motor Trend magazine, Feb 2020

The New Yorker magazine, Nov 16, 2019
(Anthony Lane)

Forza magazine, Feb. 2020

Prancing Horse, #213



THE DREAM RIDE EXPERIENCE

20th Anniversary

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August 21st - 23rd, 2020

Farmington Polo Club, Farmington, CT



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To Benefit



OUR TRIP TO 2019 FCA ANNUAL EXPERIENCE IN SCOTTSDALE

By: Paul Antonellia

At the gala dinner of the Watkins Glen Annual Experience a video was shown of the next venue in Scottsdale. My wife and I hadn't planned to go, but once we saw the roads and scenery, we knew we had to do it.

We planned take our time to reach Scottsdale. On the second day we reached Nashville. We spent two days there. It's a fabulous city to visit. We took a walking tour, attended a performance at the Grand Ole Opry, and ate great barbecue. The funny thing was it was actually colder those two days in Nashville than it was back in Boston.

It was only a 3 hour drive to Memphis

where we spent an afternoon and evening. Coincidentally it was a Saturday and the ESPN college game of the week was Memphis vs. SMU. All the game attendees really added to the vibe on Beale Street.

We drove all day to Amarillo and the next day 4 hours to Albuquerque. We toured the old town section and ate at a great "hole-in-the-wall" restaurant recommended by a Ferrari member. We arrived at the host hotel the day before the Annual Experience. I needed the time to wash all the accumulated filth off the 612.

Since I bought my 612 in 2013, I had been looking for the Schedoni luggage made for the car. I finally located a seller

in Belgium and in September bought a set from him. The set was actually made for the Sessanta. To my surprise Simone Schedoni was attending the event and I met him at the Concours seminar. He asked me to bring the luggage to the Concours, which was not something I planned to do.

I was not aware of it, but Simone was attending in order to present the first annual Schedoni Excellence Award. At the Concours he viewed my car and of course the luggage. Just as the motto of the FCA is Ferraris are meant to be driven, Simone told me he loves when people actually use his luggage.

As an interesting side story, Simone



invited us to visit his shop in Modena when we were in Italy in December to tour the Ferrari factory. He graciously gave us a personal two hour tour of not only his leather shop, but his private balsamic vinegar barrels stored in the attic.

At the Concours my 612 was awarded the Platino, and then I successfully completed the Coppa Bella Machina examination. So, at the Gala Dinner I knew I would be awarded

the Coppa Bella Machina, but to my surprise I was presented with the Schedoni Excellence Award and the Grand Touring 2+2 Award.

Following the FCA Annual Experience we were able to join the Dino Rally organized by member Scott McClure. We toured some fantastic roads through Sedona and up to the Grand Canyon. After the Dino rally, we drove to Santa Fe where we were invited to dinner with Robert Phillips (FCA Member

#66) and his lovely wife HelenAnn.

Since joining the FCA this was our third Annual Experience. We have thoroughly enjoyed each one. I highly recommend attending, and it's not necessary to bring your Ferrari if it's not feasible. Next year it will be at Mont Tremblant in July, so practically in our backyard. Maybe a group of us can all drive up together! ■



NORTH END DINNER AT MAMMA MARIA'S

For the 15th year in a row, a small group of club members and guests gathered for what is typically the first event of the year hosted by Maine Chapter President, Glenn Farrell. Incredibly, there were members from 5 states in the region. Attendees were treated to a 4-course meal with a choice of 5 different main entrées. It was great to catch up with fellow members after a long cold winter (actually not so cold and snowy this year).

At this year's dinner, Glenn told us an incredible story about a Ferrari linked to Mamma Maria's past. Here it is in Glenn's words: I received a call the day of our annual winter outing at Mamma Maria. The caller told me his father used to own the building Mamma Maria is now in. His father was a Kawasaki mechanic who then owned the Kawasaki dealership which then expanded to include a car dealership. He is Italian and on a trip back home one of his friends said "your a big shot now you should buy a Ferrari." So he went down the street and tried to buy a Ferrari from a dealer. He was told it would be at least 3 months. He said I can't wait that long I want to ship it back on the boat with me. He was told to go down the street. "There is a guy with a new 275 alloy body 2 cam and he doesn't like it." He bought the car, shipped it back on the boat and used to park it out in front of the building. He's still alive and splits his time between here and Italy. It turns out that the car he was talking about is the 275 that was discovered abandoned in a garage in North Carolina and sold at auction at Amelia Island for over \$2 million.

The car was displayed at the Cavallino Class in 2018 prior to going to Amelia Island. ■





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Cars lining up for the Friday afternoon "Lux Driving Tour of Palm Beach"

THE 29TH ANNUAL CAVALLINO CLASSIC

By: Mike Fandozzi

All photos in the article were taken by Mike Fandozzi

Every January my wife Jeanne and I head down to Palm Beach to attend the Palm Beach Cavallino Classic held at The Breakers. This year was the 29th year of this celebration of Ferrari history and passion. The event runs from Thursday through Sunday with the Concorso d'Eleganza held on the grounds of The Breakers on Saturday. The week starts with a symposium on a selection of rare Ferraris on Thursday morning. All day Thursday and Friday, participants can enjoy track time at the Palm Beach International Raceway. On Thursday night, a reception is held at Boca Raton Airport to view the latest and greatest private jets. On Friday,

the Lux Driving Tour of Palm Beach is held. This year the tour featured the noted author, Luca Dal Monte roaming around taking in all the beautiful cars and waving the checkered flag as the cars left the starting line for their tour of Palm Beach.

The spectacular Concorso d'Eleganza happens on Saturday followed by an awards banquet at the Breakers that evening. Sunday is Classic Sports Sunday at breathtaking Mar-a-Lago and features an exclusive, diverse car show, Mimosa/Bloody Mary bar, and sumptuous brunch. Proceeds from this event benefit the American Council for the Blind Scholarship Fund. This year the show featuring 110 years of Alfa Romeo.

The Saturday of Cavallino is like Christmas day for me. I can't sleep the night before and I wake up before sunrise to go out to the front driveway to watch the cars lining up to check-in and get directed onto the field. Nothing like the sights and sounds of over 100 world-class Ferraris driving around in the early morning mist. This event is an IAC/PFA judged event that brings out the absolute best of the best. I hope you enjoy a few of the more than 1000 pictures I took during the event. These pictures are meant to give you a taste of cars that were in attendance. If you haven't attended this event in the past, I highly recommend you add it to your 2021 Calendar. Enjoy! ■



Luca Dal Monte checking out this beautiful 365 GT



This 550 Barchetta Pininfarina was 1st in line for check-in on Saturday's Concorso d'Eleganza.



Last but not least, this 1958 250 GT Tour De France is directed onto the main lawn.



Judging is underway on this 1956 500TR.



Dinos in a diversity of colors.



This one-of-a-kind 1937 Cadillac V-16 Series 90 Hartmann greeted show attendees main entrance of the Concorso d'Eleganza.



This is a very rare 1989 328 GTB has the spoiler delete option. The owner told me the spoiler shipped along with the car in a cardboard box for installation later if desired. He still has the original box.



This 1959 410 Super America was prepared by Paul Russell's shop and presented here for the first time after its multi-year restoration.



1962 250 GTO - All Hail the "King"



California Spider heading out to tour Palm Beach. Probably a regular site in Palm Beach back in the early 60s.

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PISTA PERFECTION!

By: Chris Grave and Kathy Myer

Photos By: Matt Rabassa

On February 22nd, Miller Motorcars of Greenwich, CT invited the Ferrari Club of America to an exceptional assembly of 488 Pistas at their Ferrari dealership. Indeed, with 26 Pistas and Pista Spiders, it was the largest collection of Pistas ever to assemble in North America, perhaps even outside of Maranello!

Pistas mounted on lifts in the service bay for the clever presentation of Pista pairings, akin to a Michelin Star offering with a balance of taste and textures! Every specification was unique without any duplication. The cars spilled out into the front parking lot (26 Pistas, after all, is quite a collection), attracting not only the diehard Tifosi and Ferrarists, but also many curious

passers-byers. In total, Miller Motorcars estimates more than 2,500 visitors took in the offering!

Of course, FCA New England and other regions were well represented both in presenting their wares, as well as participating in the ogling. Several members drove other Ferraris to the affair, classing up the parking circling the Pistas with a La Ferrari, a stunning 812 Superfast and even a gorgeous Green F40. Other members stretched their arms out after a New England hibernation and plotted upcoming rendezvous with co-conspirators.

In all, an excellent way to warm the winter months up, and inspire us to pull back our car covers and fire up our steeds! ■





FCA MEMBERSHIP IS WAY MORE THAN DISCOUNTS

A Membership Story by: Chris Grave and Kathy Myer



A couple of years ago, my wife and I realized a long-time dream and added a Ferrari to our humble stable. As avid car and F1 enthusiasts, we also thought it prudent to join an appropriate club to get the most out of our newest stallion. In short order we signed up for the Ferrari Club of America, as it seemed the most active in our area.

While enjoying dinner with a fellow long-time club member recently, our friend asked us how our experience has been with the club. We responded with an “overwhelming positive”, and indeed noted that our current guest was one fine example of what the FCA has brought to our experience. As we probed this question, working through a Spanish Rioja, all three of us rattled off a pretty rich list of tangible and intangible advantages of FCA membership. Indeed, with each disappearing glass of wine, the list grew longer and longer.

There were the obvious tangible advantages of membership, with magazines such as *Horsetales* and *Prancing Horse* being easy examples. Perhaps my inner teenage boy has not quite succumbed to the apathy of age, but I thoroughly enjoy receiving these two publications. I thumb through the pages, ogling the fine hardware on display with prurient interest, coveting Scaglietti and Pininfarina’s magnificent clothing draped over even greater creations at the hands of Lampredi and Colombo. The only thing



missing in my measure is a centerfold! Of a car, of course.

My wife's favorite tangible (and I must concede, this was a big one for me as well) was the factory tour we enjoyed last summer thanks to the FCA. As owners who purchased from a private party, the FCA's route to a factory tour is the only way we could earn such a coveted experience. Walking through the hallowed ground of Maranello ranks very high in my list of life experiences, and being able to share this with my wife was all the more appealing. Indeed, we shared with our friend our desire to write a bit about this for an upcoming Horse Tails, as I think others would equally enjoy this trip.

Half way through the bottle, and ready for our next pour, all three of us ambled through the various events we had attended through the club over the last couple of years. What was interesting walking through this list, was how many events we had actually enjoyed thanks to the FCA. Wonderful, humble Sunday morning micro-cars and coffees with some close friends and amazing hardware was an obvious starter. Of course, who else has a

La Ferrari or beautiful 330 GTCs at their cars and coffee? Then there were the visits to local venues such as the multiple auto restorers who have opened their doors to club events. Having attended these with another car club we belong to, I can attest the affair is quite different when the guests are FCA members. Proprietors seem a bit more liberal with both hospitality and with sharing their collection. Then there were the F1 viewings at our local Ferrari dealership, where we cheered on Charles and Sebastian while sitting next to a 288 GTO mid-repair, and a dozen of its cousins from all eras surrounding us. The drive to the Greenwich Concours came to mind, and similar drives to local events, carving through the hills of Connecticut giving chase to friends in a spirited, but responsible manner.

As we drink from our second round, my wife recalls with fondness the fantastic wine tasting the FCA assembled last year. Food is certainly a theme woven into our FCA experience. Of course, where else other than Rive Bistro could one sit down to a fantastic meal after having run your hands over John Surtees' chariot from the 1963 season, and then chase the affair

with a special airing of the proprietor's campaign at Goodwood Revival. We have come to appreciate Mobile 1 brilliantly compliments French and Italian cuisine!

Drinking the last of our Spanish companion in this journey, we conclude the one quality of the FCA that stands atop the middle of the podium is the people. I will confess, I would not have expected that when signing up to be a member. Like many around us, my wife and I had prejudiced Ferrari owners as stuffy and aloof, a prejudice we know is shared by many of our friends who we discretely conceal our ownership from. But two years into this adventure has completely disassembled this prejudice for us and changed our perspective. Our club hosts a wide variety of members. I cherish fellow gearheads like Dean, who bravely ventures under the hood to keep his 360 sorted. We love the conversations with Vince and Heather that veer away from our shared passions for 12 cylinders and gated shifters, and into subjects of travels and wine. There is Matt and his ever-present son whose sitting at events always teases out a smile from us; I will never forget seeing his 430 complete with



a car seat at one of our early meets. Long time members with substantial collections of Ferraris have proven surprisingly accessible and humble in these events, sharing fascinating experiences with equally fascinating cars. Then there are members like Mike, who navigated us through our first foray into Pebble Beach, showing us the ropes, and significantly magnifying the whole affair for us. These were transformative experiences that would have been difficult to recreate without the structure of the FCA.

Could we attend a dealer's F1 event without being members of the FCA? Certainly. Would we be able to find fellow Ferrari drivers with whom to explore the stone-walled back routes of Connecticut? Of course we could. But the FCA has for us wrapped this up so conveniently, that we could not imagine a like experience without it. Polishing off the tannic residue of our Rioja, I peer over my glass at our guest across the table, and think, without the FCA, I would never have come to know him either. A valuable club indeed. ■

FCA 2020 ANNUAL EXPERIENCE JULY 25-29, 2020



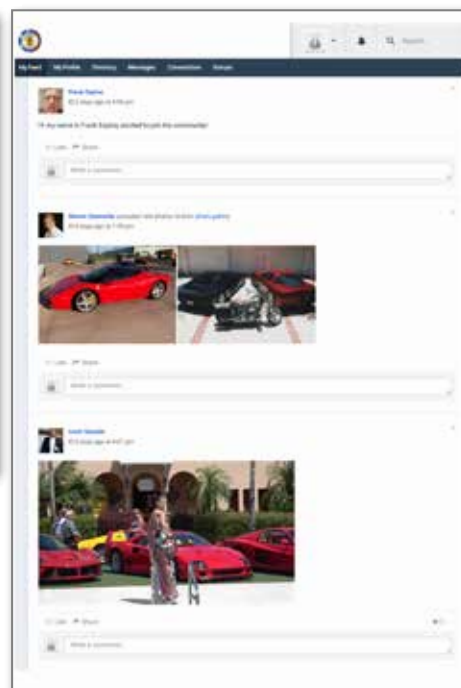
The 2020 Annual Experience is in our backyard this year and offers us a great opportunity to participate in what looks like an amazing week of activities. Mont-Tremblant is about 400 miles from many of us through some of the most amazing scenery. The village atmosphere of the venue offers various options for lodging with easy access to the all the various activities.

I hope to see many of you there. Please visit the following link to get more information and to sign up: www.FCA2020.org

FUN FACTS ABOUT THE CLUB AND YOUR MEMBERSHIP

Here are a few interesting facts and benefits of your membership you might not have known about:

1. The new FCA Website allows you to easily check and update your member information, look for other members in your region, connect with other members of the club, join in conversations started by other members, and look at the national and regional calendars. Once you log on using your member ID as the username and your password. If you don't have a password or you forgot it, you can easily set one up with the "Forgot Password" button. I encourage you all to jump on and check things out. If you have any questions please don't hesitate to reach out.



2. There are 2 new mobile apps you might be interested in. The first is from Ferrari directly called **"My Ferrari"**. You can find it on the App Store. Use your credentials from the Ferrari's main website to log into the mobile app. Once in, you can add cars to your garage, see details about your cars, read the latest news feeds, schedule service appointments, etc. The second one, is **"Ferrari Club of America"**. It can also be found in the App Store and is another view into your membership. You can see the calendars from National and Every Region, see the Marketplace for classified ad listings of cars, parts, etc. that other members and dealers are selling. Load them on your phone and take them for a spin. Let me know what you think.





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