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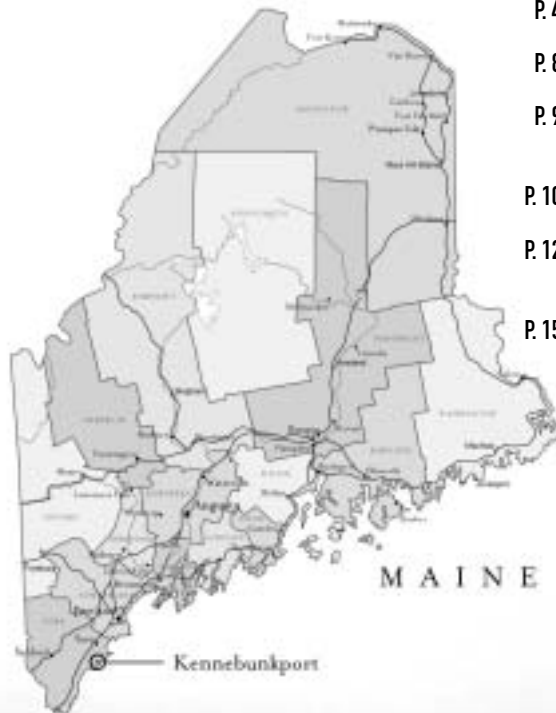
Maine Weekend in Kennebunkport

-by Dennis Liu

Glenn Farrell, the lucky FCA member from Maine who found himself completely Shanghaied into putting on an event, did a great job. Thirteen lucky couples, in mostly modern machinery, meandered mellowly through Maine (though Glenn did bring his 1964 250 Lusso on the second day). I caught a flight back to Logan on a Friday afternoon, and fought traffic for 3 hours to get to Kennebunkport, but it was well worth it.

At dinner on Friday night, we debated the club curse of always having at least one run-in with the local constabulary. Just as we were discussing who would be the likely victim this weekend, we heard the rumble of a Tubi exhaust roll into the hotel lot, followed by flashing blue lights. *Doh!* Jayne and John Tirrell, in Jayne's incredibly-loud-when-you're-idling-in-the-hotel-parking-lot-with-a-cop-behind-you F355, had just arrived. Luckily, the kindly officer let John go with only a warning.

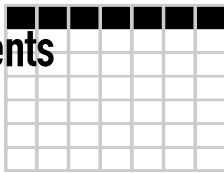
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Ferrari's add to the view at the beautiful Black Point Inn



Calendar of Events



- **Kart-Trak Indoor Karting**
March 16th [Sunday]
Windsor Locks, CT
- **Brazilian Grand Prix Drive & Brunch**
April 6th [Sunday]
Ferrari of New England, MA
- **Kart Event**
April 20th [Sunday]
East Bridgewater, MA
- **New Hampshire Weekend Ramble 2**
May 2nd-4th [Fri - Sun]
Details TBA
- **Tutto Italiano**
June 1st [Sunday]
Brookline, MA
- **VFC Picnic / Cocktail Party & Dinner**
June 21st [Saturday]
Hartford, CT
- **Hartford Concorso Ferrari 2003**
June 22nd [Sunday]
Hartford, CT
- **Vermont Street Festival**
July 12th
Burlington, VT
- **Maine Weekend**
August 15th-17th [Fri - Sun]
Details TBA
- **US Grand Prix Drive & Brunch**
September 28th [Sunday]
Ferrari of New England, MA
- **Vermont Ferrari Festival**
October 3rd-5th [Fri - Sun]
Basin Harbor, VT
- **Casino Event**
October 24th-26th [Fri - Sun]
Mohegan Sun Casino, CT
- **Board Meetings**
First Monday of January, March, May, July,
September and November at 7:00 pm.
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Joe Capasso Mason Enterprise, Inc.
65 Elliot Street [East]
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Club Business

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photo by Joe Capasso

Stanley & the Enzo

A Fitting Tribute

—by Stanley Cohen

As an accepted purchaser of the upcoming Ferrari Enzo, I was invited to visit the Ferrari factory for what was referred to as "a fitting". The ostensible purpose of the trip to Maranello was to make sure that the seats, brake pedal, accelerator pedal, and "dead pedal" would suit my driving style.

A few years back I had taken part in the Ferrari driving school at Mugello. Perhaps, the driving instructors had warned the factory about my driving propensities. You see, on my first lap at Mugello, I thought the instructor was criticizing my anatomy when in fact he was yelling "big gas, big gas".

We arrived at the factory at 10:00 a.m. on Tuesday, September 24, 2002, after a brief wait in the reception area, where we watched a video of Michael Schumacher driving a yellow "Enzo". David de'Liquiori Corino, who is in charge of Ferrari sales to North America, and who I shall henceforth call David, greeted us and gave us our "guest" tags and proceeded to escort us into the factory building.

The reception center is a very small building just inside the front gate. Behind the reception center is the administration building where Mr. Montezemolo, Ferrari Chairman and champion, has his office. Incidentally, the offices of the Chairman are very professional looking, with oversized leather chairs in the waiting room and

gigantic back-lit pictures of recent Ferrari F1 victories adorning the walls. In addition to the waiting room, which is very large, there is a "dressing room", a room for Luca Montezemolo's secretary, Serena, and Mr. Montezemolo's large office that make up the Chairman's suite. On the same floor are offices for the other clerical staff and, behind a locked door, the financial offices of Ferrari spa.

Immediately behind the non-descript administrative building is the factory. I should mention that outside the front door to the Ferrari Administrative building is a new sculpture which is comprised of an F1 tub afloat in a sea of aluminum-like tubes. The single floor Ferrari factory is spotless throughout. Workers are dressed in either red or yellow jackets. The red for team leaders; everyone else wears yellow. However, this does not hold completely true for the line that is responsible for the production of the Ferrari Enzo. In the Enzo area alongside the line for the V-8's, I saw workers in white tee-shirts, but Maurizio Macalesi - who was hand picked by factory manager Loris Ceffa to be in charge of building the Enzo - was wearing his yellow jacket with the Ferrari emblem to attest to the fact that he was the manager of the Enzo line.

David, Loris and Maurizio all were on hand to explain the production process of the Enzo. Up to the date of our visit, seven Enzos had been built as pre-production models. We were told that USA Enzo pro-

duction would start in January 2003, and each take six months to build. At present, only one Enzo is being built a day, but when the Enzo line is fully staffed, four Enzos will be produced daily with production to continue into 2004, when all 399, not 349 as had been advertised by Ferrari previous to the Paris Car Show, would be built. The Enzo is built to US specifications, as the requirements of the United States are the strongest in the world. The Enzos are then modified to meet the laws of other countries.

My fitting took place in an area at the end of the Enzo line which also doubled as the office for Enzo Production Manager, Maurizio Macalesi. The factory had constructed a replica of the Enzo seating, complete with brake, accelerator and dead pedals. Samples of the colors and fabrics were on hand as well as examples of the yellow and red dash pads. The distinctive Enzo steering wheel completed the Enzo fitting props. I was seated in the "driver's" seat and Maurizio made adjustments to the width and length of the various pedals as well as the driver's seat and seat back until everyone (Maurizio, Loris, David and I) agreed upon the final measurements. I alone picked out the color yellow for my Enzo with black leather seats and yellow dash pad. I was able to see all three colors - red, yellow and black - and I believe that yellow shows the lines of the Enzo best. The selection of yellow was a traumatic decision for me as my 288GTO, F40 and F50 are all red, but I believe "Enzo" would not seriously object - after all, the car that the "Commendatore" drove was linen gray.

The Enzo fitting now behind us, David took us on an extended tour of the balance of the Ferrari factory. With the

...continued on page 14

CARINI CARROZZORIA

Summer Events:

Hartford Concorso -

275 GTB [Best Restoration]
500 TR [NART Award]
250 SWB [Car most wanted to drive]

Greenwich Concour -

O.S.C.A. MT4 TN [Chronos Award]

New Hampshire Speedway -

Alfa Romeo 35 8C F1 [Best Race Car]

Castle Hill, Ipswich, MA -

33 Alfa Romeo 8C Monza [Most historic significant pre-war]
500 TR [Most historic significant post-war]

Concour Italiana, Carmel, CA -

O.S.C.A. MT4 TN LeMans [Race Display]
1955 Alfa Romeo 1900 Zigato
Double Bubble [Best Alfa]

For more information, contact Wayne Carini

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Glenn Farrell welcomes the troops

-continued from page 1

We spent Saturday morning driving through some nice country roads, headed for our lunch destination. As it turns out, we had a little Honda Dealer convention- no less than three owners of Honda dealerships were on our trip (and no NSXs to be spotted)! Barry and Veronica Lundgren challenged Paul and Linda Blouin for tallest couple driving an open-top 355. Ray and Karen Way came up from Rhode Island in their pristine 328, and the ever-convivial Mark Shair and Eileen Feldman took his award-winning Testarossa. Dan and Michelle Kary, with their classic cavallino in Vermont, took their Porsche Boxster (which, perhaps upset at being the sole German machine, threw a fit and refused to lower its top).


Local members Darrell Pardy and Carolyn Hughes had brought their enthusiastic sons, Chris and Stephen, in two cars - his 308 and her Audi. After lunch, Darrell and Carolyn decided to run home to take care of some pressing errands. After they pulled out of the lot, young Chris came up to me, and in a tremulous voice with tears welling up, asked to borrow some change to

call home, as he had been abandoned by his parents. (Actually, Chris is *almost* driving age, and could have probably walked home from the restaurant, but I prefer the "child abandonment" version of this story.)

After lunch some of our group headed off for the outlet stores and LL Bean of Freeport. But since the day was so lovely, I proposed another destination. I had read in Forbes about the Grace Gallery, a small shop specializing in historic and antique maps. It was in Harpswell, only a hop away. I had MapQuest directions, and it sounded like a fun stop. So, I managed to convince Dave and Fiona Friar, Emmett and Carolyn Horgan, Peter and Rosemary Lombardo, and John and Jayne Tirrell to accompany The Lovely Jamie™ and me on this mission.

THE MAINE EVENT
by Dennis Liu


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... and the troops listen up

(As an aside, we had five Ferraris, all of which were different colors - Rosso Corsa (red), Rosso Barchetta (dark red), Nero (black), Fly Yellow and Titanium Silver - you don't see that very often!)

We followed the map towards Harpswell, which is on a tiny peninsula jutting southward into the Atlantic. We reach the tip... and no town. Nothing except a couple of houses and a little commercial seafood shop. It was definitely lovely, though. A friendly worker from the store refrained from saying the classic Maine line, "well, you can't get there from here", and instead pointed out that our destination was located on another, parallel peninsula.

OK, so off we go! We figure out how to follow the MapQuest directions, and end up on the correct peninsula. But as we get to the end, we find ourselves at an art gallery, but no Grace Gallery. Hmm. The directions say to continue onward for 800 yards and then turn right, but we're at the tip, and the only other thing we see is a private road. The friendly shopkeeper called the number for the gallery, and informed us we were to proceed down the private road. *(As another aside, I've noticed that there appears to be a state ordinance that requires all businesses on the Maine coast, from bookstores to art galleries to gas stations to mattress stores, to sell Live Lobster. Tanks everywhere!)*

So the ten of us started trudging up the private road, passing the gate covered with signs warning of "no public access", "no trespassing", "residents only", "abandon all hope ye who enter", etc. As we pressed onward, deeper into this exclusive (reclusive?) enclave, I started to imagine the sound of banjos from Deliverance playing in the background. We arrived at the given address - a private house with the name "Grace" on the mailbox. Hmm.

We ten little Indians stood there and debated as to whether we should go up to the door or not. TLJ, the most courageous of us all, strolled right up and knocked.

A very solicitous mature English lady opened the door. TLJ explained that she was there to look for the Grace Gallery, as she wanted to browse through some maps. The proprietress welcomed TLJ in, and the rest of followed. As it turns out, Mr. & Mrs. Grace have quite a thriving little business on this private peninsula in Maine. He is an art restorer, working on invaluable paintings, while she is the map expert, doing untold \$\$\$\$ of business, all via the Internet and FedEx. Ms. Grace told us that the UPS and FedEx guys come twice a day, picking up and dropping off. Every single one of her hundreds of maps is digitally posted on her website. I've redeemed my faith in the Internet economy. It should be noted that when John Tirrell bought a 250 year old map of the New England coast (and a few lobsters), Ms. Grace used an ancient Underwood to type out his receipt.

Later that evening, two dozen of us had a traditional New England lobster and clam bake, accompanied by many prizes being awarded and general merriment. The next morning, we took a nice ride up to the Black Point Inn, a stunning historical resort located on yet another coastal peninsula, where we had a great jazz brunch before going on our separate ways. Thanks again to Glenn Farrell, his companion the lithe-some Denise, and Dave and Fiona Friar for all of their hard work!

-DL

The Prize Winners...



... Karen & Ray Way



... Michelle & Dan Kary



... Carolyn & Emmett Horgan



... Stephen & Darrell Pardy

**USGP Viewing at
Ferrari of New England**

What better way to enjoy the traditional appeal of New England in the fall - vivid, multihued foliage, the smell of cider and hundreds of co-eds returning to Capistrano - than to spend a day cruising through local by-ways in Italian machinery, followed by lunch and watching the US Grand Prix at Indianapolis on the big-screen TV at Ferrari of New England? Thrown together sort of at the last night, I thought it might be nice to have an informal gathering of tifosi. We planned to meet at the Nashoba Valley Winery in Bolton, Massachusetts. It'd be great, I thought, we'll get 6-7 cars (OK, maybe a dozen at the most) and have a nice, simple drive.

I arrive at 10:45 a.m. with two other cars, and we pull into an empty parking lot. Hmm. Where is everyone? Just then, the radio crackles.

"Dennis, are you there? This is Bo."
"I'm right here. Where are you?"
"I'm at the winery." *"Well, so am I!"*
"I dunno where you are Dennis, but I'm here with 20 other Ferraris". Oops.

After everyone relocated to the empty parking lot, we had over 26 cars. Simple Sunday drive? Perhaps not. At this point, of course, we have our usual run-in with the local constabulary. Two Bolton patrol vehicles come roaring up, and a perturbed officer strolls right for me. Since I had camera in hand and my best doofus grin, I inquired as to whether I could take a photo. An angry "No." was followed by a paparazzi-defeating "talk to the hand" motion.

"What are you fellows up to??"

"Uh, we're going on a nice, easy drive through the countryside, and we're just meeting up here."

"Well, you can't be blocking the roads."
 Stunned at the accusation, and trying desperately to avoid pointing out that we were having this conversation in a grass field, I promised that we would leave shortly and move with some alacrity out of Bolton.

Thus reprimanded, we saddled up and left. Sherman Wolf was kind enough to drive down in his 288 GTO (still the most beautiful Ferrari street car made in the last 30 years), and Peter Rogal showed up in his now-nefarious F40 race car. A wide range of

V-8 and 12 cylinder Ferraris made up the contingent, with some German and Swedish machinery along for fun. We meandered through the still-green countryside, enjoying the warm, sunny weather.

This was followed by a fast blast down Route 2, ending up at Ferrari of New England in West Newton.

The crowd was much bigger than expected - at least 70 or 80 people showed up. Thanks to the generosity of regional co-director Stanley Cohen, we gave away some very special, limited edition t-shirts and caps showing the new Enzo Ferrari.

Overall, it was a great way to spend a glorious Sunday.

-DL

USGP VIEWING by Stanley Cohen

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photo by Rich Maloney

Mike Covello prepares to launch his 30-year old Ferrari into the fray...

Giving & Getting the Point at Lime Rock

-By Mike Covello

Driving my 365 GTC/4 at the Lime Rock Ferrari Owner's Club meet this August was the fulfillment of a 30-year goal. While I've been battling Big Bend since 1972, I always daydreamed of running my own Ferrari in the herd of prancing stallions that take to the track every August. The circumstances led up to me giving the "point by" to lots of folks, and arriving at my own lesson, or point.

If ever there was a marque that encouraged its owners to exercise their mounts at the track, it's Ferrari. No other manufacturer of road cars has the same celebrated history of racing victories throughout the world. The current wave of Ferrari domination in Formula One just strengthens the attraction of Ferrari owners to the races. I was not the least bit immune to this magnetic force.

The only problem lay in my choice of Ferraris. The year I spent as the parts manager at Luigi Chinetti Motors left the Dino, Daytona, and the 365 GTC/4 (or "C4") imprinted in my heart as the quintessential Ferraris. Last year I purchased a Greggio C4 from Ferrari of Seattle; and thanks to the

warm ministrations of Bill Pollard of Sport Auto in Kent, CT, my car was running as good as new.

But therein lies the problem. Unlike the Dino and Daytona, which were both campaigned as racing cars, the C4 was better suited to Grand Touring. Bill wisely dissuaded me from starting down the road you need to travel if you want to turn a street car into a suitable instrument for the track.

"No, Mike, you can't put larger, or even stickier tires on the car. Not only will you stress the suspension with loads it was never designed to handle, the transmission will also register its disapproval; and rebuilding one of these gearboxes is an expensive proposition. This is a heavy car, and the brakes will never stand up to repeated hard applications. You'll really have to nurse them."

"But Bill, what if we go to metallic brake pads, or use those neat ducts in the front valance to bring cooling air to the rotors?"
"Then your brakes might last six instead of only five laps."

This conversation had a sobering effect. I realized that this was going to be a different experience from every other time I've driven at a track. I would not be able

to push the car and myself harder and harder each session in that purposeful quest for the fastest lap. Instead, I would have to revel in the sound of the 4.4-liter V-12, and the sights of a field of faster Ferraris flowing around me.

I test-drove my C4 in a rainsquall in Seattle (at least there was a rainbow sighted during the middle of it). When the car carrier could deliver my C4 no closer than five miles from my house, I drove it home in 34-degree rain along the twisty lane where I used to live. So it came as no surprise to see the heavens open up as I headed out to Lakeville on that hot and humid Thursday afternoon. Some folks claim they've never driven their cars in the rain. My joke was that I only drove my C4 in the rain.

Friday morning dawned dry and hot. Outside my Sharon Motor Lodge window, the C4 positively gleamed in the early morning sun. On the drive over, my thoughts alternated between the joy of watching the bucolic countryside slide past the 30-year old Ferrari's window frames, and the nervous anticipation of my mount's baptism of fire. Not taking it to the track because of its GT orientation never crossed my mind.

I was pleased to find that my 30 years of driving at Lime Rock in everything from Pintos to Vipers had elevated me to the blue group on my first outing with the Ferrari Owner's Club. Thankfully, I had not fallen into the fastest (red) group, but I would soon be jousting with Ferrari F355s and F360s, or so I thought. I found out that while I was riding the same brand of horse, my mount needed a new set of shoes.

continued on page 18...



photo by Pete Calnen

Throwing caution to the wind, Covello hits the brakes hard at the end of Lime Rock's front straight.



New Hampshire Weekend



CCMC Party for Kids



Hartford Concorso Ferrari



GP Viewing at Ferrari of New England

2002 - The Year in Review

-Fiona Friar

We have attempted to capture the club's activities over 2002 by presenting some photographs taken by various members and their friends/ families. These help demonstrate that FAC/NER members not only know how to enjoy themselves, but also are willing to do whatever they can to help others who are less fortunate.

The board of FCA/NER wishes you all a very happy and healthy New Year.

-FF



Sherman Wolf's garage [NH Weekend]



VFC Picnic



The Maine Event



Kart Trak



VFC Picnic



Hartford Concorso Ferrari



An adventure through the back roads of Northern Vermont

List of FCA/NER events for 2002:

- 02.16.02 – Arts Exclusive Cocktail Party
- 03.10.02 – Kart Trak Event
- 03.31.02 – Brazilian Grand Prix Brunch
- 05.24.02 – New Hampshire Weekend
- 06.06.02 – Vermont Scudi Grand Prix Tour
- 06.22.02 – VFC Picnic & Coctail Party
- 06.23.02 – Hartford Concorso Ferrari 2002
- 07.13.02 – Vermont Street Festival
- 08.18.02 – Grand Prix of Hungary Drive/ Brunch
- 09.20.02 – Maine Event @ Kennebunkport Inn
- 10.04.02 – Vermont Ferrari Festival
- 10.13.02 – Vermont Scudi Gourmet Tour
- 12.15.02 – CCMC Holiday Gift Wrapping Party
- 12.18.02 – CCMC Party for Kids



FCA/NER supports IGA Hometown Wheels, Concorso sponsor



Arts Exclusive Gallery

Watkins Glen International - Three-Day Track Event

-by Dennis Liu

Ah, the annual end-of-summer ritual, marked by an orgy of speed, power, and \$300 in gasoline charges on the old Amex. The Empire State Region of the FCA did yet another wonderful job this year, with nearly 100 cars registered. We took just the 355 out to the Glen, with the Lovely Jamie™ driving in blue/advanced and your humble & obedient servant driving in red/expert. I was one of the slowest cars in red, in part due to my usually mediocre driving, but also due in part to the fact that I was one of maybe three cars with a license plate (man, it sure does suck having a stock car in red). Still, we were having great fun, and TLJ was kicking a:s.

The usual suspects (the Lombardos, the Tirrells, the Capassos and us) rented out the floor of a great B&B in town, and we had the run of the place. After a long day at the track, we returned and a couple of us hopped into the pool (and, no, contrary to what you're thinking, when I jumped in, my head did NOT displace all of the water). The ever-mischievous Joe Capasso lured his wife Tina out of the truck, and tossed her into the pool - shoes, watch, Versace and all. Peter Lombardo, walking by, was the next victim of Joe - splash. While Joe was laughing, their 16 year-old son Tony, tackled Joe, and wrestled at the edge of the



After-track pool party at the Long House Manor



Ira Gold with his 348 - First time to the track!



"Team Pilota" at the track

pool until Joe went in. Tony stood at the edge himself, pointing and laughing at all of the adults in the pool, until John Tirrell, sipping at his coffee, casually strolled by, and with one hand, gently pushed a very-shocked Tony into the pool. Rosemary Lombardo, seeing the writing on the wall, jumped in. With Jayne, TLJ, John and Dennis already in, well, let's just say that the pool scene from "Cocoon" came to mind. Luckily for Andrew Bass and Ira Gold, they didn't show up in time to become the next victims. I have pictures of all of this, but I've been threatened...

Overall, the track event was fantastic. Watkins Glen is probably our favorite track, with LOTS of elevation changes and both low and high speed corners. Going up through the esses and down the back straight completely flat out, braking from 145 mph for the bus stop chicane... There isn't a better section of road course in the Northeast. And the carnage report was surprisingly low, with only a couple of Armco incidents. One lucky guy in his silver 355F1 GTS blew a slick just as he entered the back straight, and spun the car twice. Miraculously, he didn't touch anything! I corded a tire myself. We ended up having to drive the car all the way to Horseheads to get the tires replaced - the tire shop guys loved watching TLJ pulling up in her Ferrari, asking to have new racing slicks put on. Lots of friends were there as

well, with Charlie Vest and his permanent grin, the Ellinger brothers, Peter Bourassa and Delli Colli, the Hatches - Bob and Jim, and many more.

I had two real highlights at the track. First, in my last session on Sunday, I very slowly reeled in a BB512 Le Mans race car (one of three running this weekend!) No point-by signal given for a couple of laps, so I finally just took a pass between turns 9 and 10, made it stick, and ever so slowly pulled away (no point-bys required in Red). Now, I'm sure that the reason I was able to do this was because he was probably running on only 6 cylinders, but it was still a great feeling. Shortly afterward, I noticed A Good Friend Who Shall Go Unnamed strapping in as a passenger in John Tirrell's IFS 355 Challenge. I leaned in and asked, "Hey, you're not driving in this session?" "Nope, I'm going to discuss the racing line with John." "So, uh, no one is driving your car?" "What, you wanna take it out?"

...continued on page 16



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Hartford Concorso Ferrari participant, Cheryl, tries a Ferrari on for size!

To the Ferrari Club-

I would just like to thank you all again for giving me the chance to ride in such an awesome car! It's not everyday that I get to ride in a \$650,000 sports car, but that Sunday afternoon I will never forget. You all are angels in the eyes of many kids, and we truly, truly appreciate everything you do. Thank you again for your kindness.

♥ Cheryl
E. Wright

P.S. "Don't drive faster than your angel can fly!"

A THANK YOU



...continued from page 4

exception of the Enzo line, Ferrari has two production lines that build a maximum of twelve cars a day, one line for the V-8s and the second for the V-12s. Sixteen hundred employees work in the factory and half-again that total are employed by the racing division, which is in a separate building.

On the opposite site of the factory building is the leather shop where five extremely talented and dedicated workers cut and sew the leather for each Ferrari produced. We were told that each 360 Modena has 70 pieces of leather. Not only are numerous colors available, but also different widths of stitching - in many different colors - are also available.

The cars spend 48 minutes at the various construction stations on the two lines maintained to build all the Enzos. Every 48 minutes a siren would sound and the cars would move to the next station. At the end of the two lines, a cart would join up with the appropriate car. The cart would contain all the proper parts ordered by the car owner: correct color steering wheel, dash, seats, etc. including any competition grill ordered.

As the cars traveled down the production lines, the V-8s and V-12s are all protected by plastic molded to the shape of the various body parts- except in the Enzo line where the protection pieces are all in leather. Once everyone was satisfied as to the various measurements of the seats and pedals, and I selected the colors of the car, the seats and the dash pod, I was required to sign a document confirming my order. "Personalizzazione Pedaliera e Sedili 'Enzo Ferrari!'"

At the end of the two production lines, the engine for the car is dropped in from overhead. The engine had previously been tested at 6000 RPM on a dynamometer for 30 minutes. In the factory, Ferrari has four dynamometers located in an area just past the end of the two production lines and adjacent to the first inspection station. At the time of our visit, Ferrari was testing an Enzo engine on an dynamometer along with a few V-8s.

At the conclusion our factory tour I had a chance to talk with David about the mystique that is Ferrari. David had previously run the "Smart" car introduction



Adjusting the pedals...



...and the steering wheel...



...for a perfect fit

for Mercedes. He is an Italian and is as enthusiastic as he is knowledgeable about sports cars in general and Ferrari in particular. David described for me how he likes to walk over from his office to the end of the production line to see a Ferrari "come to life". Although each engine is tested prior to being installed in a car, "until the gas and oil reach the engine, the car struggles to gain the spark of life. Then it suddenly comes alive in a crescendo of sound, which immediately turns into the symphony of a Ferrari engine".

In his zeal for all things associated with sports car manufacturing, David described why he believes Ferrari is at the pinnacle of sports car production:

"Ferrari combines old world artisans with the latest of modern technology - on one side of the [Ferrari factory] floor the finest tailors sit at their sewing machines stitching together the 70 pieces of leather that go into each Ferrari [360], while alongside the mechanics are installing the latest technology in the same Ferrari. Only at Ferrari is such a merger not only possible-but it is encouraged".

Once our factory tour was completed, we joined David at the Montana restaurant for lunch. Located down the street from the factory, and on the same side of the street as the Cavallino restaurant, the Montana is the restaurant of choice for the administrative staff of the Ferrari factory, as well as the members of the Ferrari F1 team, including the drivers. Over a seven course lunch, David and I again discussed various subjects relating to the Ferrari factory and the production of the world's most beautifully powered sports cars. David explained how Ferrari always strives to bring a "bit of refinement" to the assembly line in an effort to "encourage a good work environment".

At the conclusion of our lunch, David brought up the subject of motor vehicle safety. David was questioning how the United States mandates air bags and the manufacturers, even having an air bag come out of every opening in a crash of an American car - yet the US won't allow a "four point harness?" I reminded David that Ferrari admitted that the Enzo was constructed to the high safety standards of the USA.

The day ended with a brief stop at the factory test track where Dorio, the Ferrari test driver, was giving the Italian press rides around Fiorano in a yellow Enzo. It was a memorable day, made so much more enjoyable by the commentary of the personable and knowledgeable USA sales manager for Ferrari, David de'Liquiori Carino.

- SC

...For the Children

-by Robin Vidito, CCMC Foundation

I have some wonderful news that I would like to share with you regarding the electric Ferrari cars that have been donated over the past year. Well, as you know, the one that was donated last year has been extremely popular with both the physicians and children in our O.R. As a matter of fact, I think it qualifies as the most popular ride and has the highest mileage. This can happen pretty quickly at a hospital that has short halls but performs about 5,000 surgeries a year!!

Over the weekend, I received an email from Paula Abrahamson (our child life person who works specifically in the O.R. department). She told me the story of Darnell, who "is a patient that had a malignant brain tumor and spent his last two years here in treatment and rehabilitation. He was once a child who spent his days in a wheelchair, but he now runs and plays."

It seems that the Ferrari ride was his favorite while he was here for the past year (and he went to the operating room quite frequently.) Now that he is heading home, having successfully made it through his treatment, he is very sad that he won't be able to drive his Ferrari up and down the halls anymore. His mother asked Paula where she could get one for Darnell.

That is when the lightbulb went on... Paula asked if it would be OK, given that the first Ferrari has quite a bit of use under its hood (we know how all that "around town" short distance driving up and down the halls can put stress on an engine) and that the second one has arrived, if we could donate the car to Darnell and his family as sort of a "CCMC graduation" gift.

-RV

Editor's note: Of course, the Board of FCA/NER agreed without hesitation. Let's hope Darnell has his Ferrari safely tucked away for the winter months! -FF



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Be my guest, but remember, you wreck it, you bought it." So, with considerable glee, I ran over to AGFWSGU's 355 Challenge, climbed in and strapped down. And by climbed in and strapped down, I mean using a shoehorn and a tub of butter to squееееее myself in past the roll cage, as AGHWSGU is about 8 inches shorter and 80 pounds lighter. I found myself with my helmeted head pressed down against my neck support, wedged into the OMP racing seat like Al Sharpton in Robert Reich's suit. But, I was strapped in, and away I went!

Driving the 355 Challenge was a BLAST. It probably only has a handful more horsepower than the 355 street car (thanks to an open exhaust and a different chip), but much bigger brakes and most importantly, less weight and a real racing suspension. I guesstimate that I shaved 2-4 seconds off my time, despite driving my friend's car gingerly (and uncomfortably). What a revelation. My takeaway from this event?

A. I think we really need to consider getting a trailer and tow vehicle.

B. I'm fantasizing about getting a 355 Challenge, perhaps a really really cheap, well-used one from Europe. But since the stock market is still tanked, I can't possibly eat any more ramen, my boss is acclimating me to the concept of a negative bonus (so, you see, you need to write us a check this year), and I am practicing my "would you like fries with that" speech, it's only a dream. But it's nice to fantasize.

And what have you been up to?

-DL

PHOTO CONTEST



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The first person to correctly identify this photo will receive a New England Region t-shirt and hat. The earliest postmark or email transmission will count. (Send your completed entry form to Stanley at 39 Grand St., Hartford, CT 06106 or Fasferrari@aol.com with the subject line reading "Horse Tales Photo Contest"). FCA/NER officers and members of the media are ineligible to win. The decision of the board will be final and unappealable.

If you have any personal photos that are relevant and represent an interesting Ferrari event or person, please submit them to "Horse Tales", c/o Friar Associates at faf@friar.com or 281 Farmington Ave. Farmington, CT 06032. If your photo is selected, you will receive a region t-shirt and hat, but you will not be eligible to submit an answer! Make sure you tell us about the photo [person/event, date, and location]. No copy righted materials, please.

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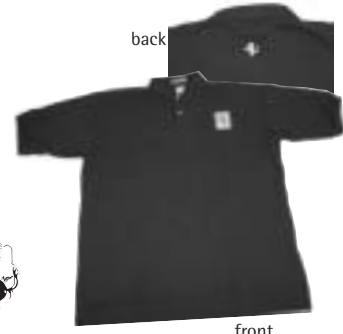
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REGALIA





photo by Pete Callen

(L to R) Rich Mahoney, the lovely Liz Calnen, & Covello recovering from his hot laps.

...continued from page 9

All C4s came through with 215/70x15-inch Michelin XWX tires when the cars were new. In the ensuing years, Michelin has made some improvements to the compound; but by today's standards, their footprints are laughably small. It only took a couple of laps before I could confirm that the amount of additional power I could feed to the rear tires while asking them to corner at their maximum had to be administered in tiny doses. Any attempt to push down the loud pedal before the car was pointed straight was lost in useless wheelspin, coupled with a distinct tendency for the back end to want to pass the front.

This would have been okay if I had been cornering at a rapid rate. But the C4's 30-year old suspension allowed more body lean than I had seen on any vehicle since Car and Driver's infamous Showroom Stock Challenge. My Ferrari was entirely predictable at the limit, but that limit was not very high. To add to the drama, every time the track's surface changed from asphalt to concrete, the tires tortured song would grow much louder. The noise seemed to indicate that the car was ready to shoot off into the weeds, but lap after lap the tires held on, just so long as I was judicious in my throttle applications.

Brakes are a great thing to have. I once experienced arriving at the end of

Lime Rock's back straight at 90-mph in my Taurus SHO, only to find the brake pedal went straight to the floor. I had no wish to repeat this incident with my new car, so brake applications around the course were early and light. The most challenging part was the end of the main straight. Where my fellow drivers were braking at the two or three hundred-yard markers, I was easing onto the brakes before I even hit the six. Hitting the brakes hard at speeds over 100mph produced the unnerving effect of massive shuddering, and a distinct loss of directional stability. I soon adopted a 'brake early and gently' discipline.

Perhaps the most exhilarating aspect of the whole experience was the sound. Much has been written about the Ferrari's V-12 wail, and its intoxicating effect on both the male and female of our species. Many reviewers have tapped the C4 as having the most stirring rendition of this war cry. I wouldn't disagree, and would offer that the six side-draft Webers are what add an extra layer of complexity to the song. As the back straight bends into the uphill turn, my C4 would drift from the inner apex to the outer edge of the track, where the guardrail would reflect the sound of all twelve cylinders screaming with joy as we bounded up the hill.

Now to the point. Since this was not a race, and everyone had a significant investment in their sheetmetal, Bob Coates and his exemplary staff emphasized the need for safe passing and no contact. For our group there were three straights that were designated as allowable passing zones. The person who had another car breathing up his tailpipe would recognize the other driver's superior skill (or mount) and politely point out the window and up over the roof to the right of the car, indicating the preferred course of the pass.

I soon found myself spending more time looking in my rearview mirrors than at any other track event. To make matters worse, I fell into that dreaded category of having too little cornering speed, and a reasonable amount of straight-line power. This meant that in order to let that red F355 stuck to my bumper all through the Esses get by me on the back straight, I would not only have to

run off-line to the left of the track, but also had to wait to plant my right foot on the gas.

Frustration soon gave way to acceptance as I realized:

1] My 30-year old Ferrari was going to hold together, and could be driven at its limit despite the 95-degree temperatures.

2] I now knew far more about my mount's limitations, than a year's worth of street driving would have ever revealed.


3] I was in the perfect spot to spectate a group of Enzo's finest creations, being used as they were intended by a talented bunch of boys and girls. This alone was worth the price of admission. No video game ever produced these sights, sounds, and g-forces, which caused me to break out into spontaneous grins.

I realized that my C4's driver's seat had become a sort of time machine. I was looking out through vent windows, surrounded by an interior in which an 8-track player would not have looked out of place. Here was the cockpit of my youth, one that was often the background for fantasies of driving nirvana. Instead of Dinos and Daytonas frozen in their Seventies' showroom Cosmoline, I was surrounded by the latest iterations of the Ferrari vision and their spectacular noise.

While the C4 hadn't changed from its original form, it was I who matured and became a different person in the ensuing three decades. I was no longer the naïve, wide-eyed youth to whom Ferrari represented some mysterious, unattainable truth. And yet, on this day my own C4 also opened up a portal in time, one that allowed me to recapture some of that twenty-year old's fresh fascination for the intoxicating brew that Ferrari manufactures.

Maybe that's the point.

-MC



CT License Plates

The Connecticut board members have loaned FCA/NER the deposit required to establish a club vanity plate with the DMV. Please look for additional information in future editions of Horse Tales if you are interested in ordering plates or contact Stanley Cohen at fascerrari@aol.com.



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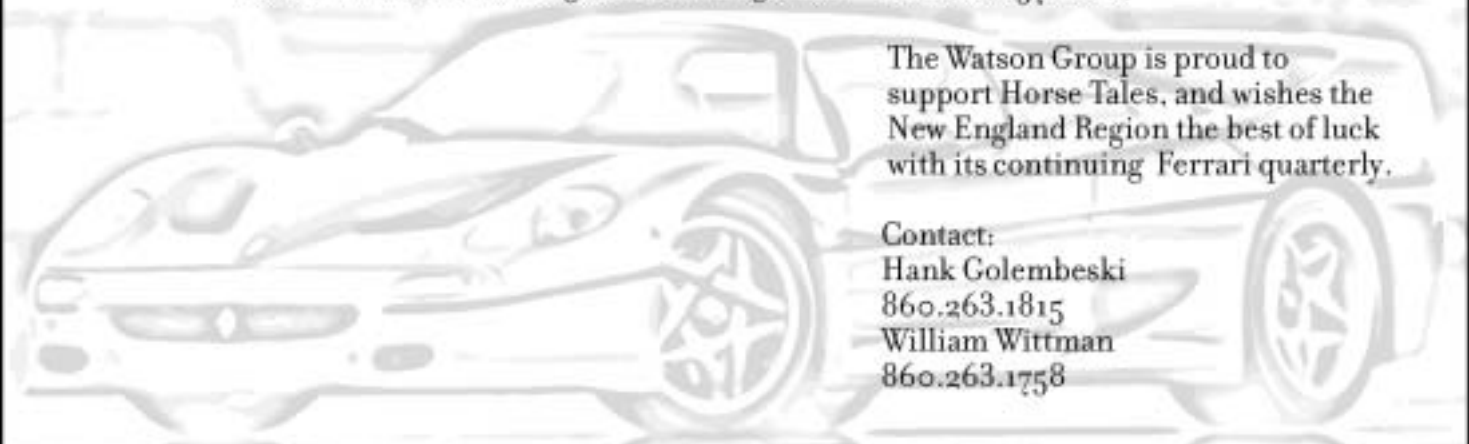
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