

# AMICI di MARANELLO



Official Newsletter of the Ferrari Club of America's Northwest Region

November 2020, Volume 25, Number 11





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# Amici di Maranello

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## On The Cover

*The annual meeting was held at the Brothers Collection in October.*

*Photo by Nathan Barclay of Ron Tonkin Gran Turismo*

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## NWRFCA Event Calendar

July 11-14, 2021: Ferrari Annual Experience, Ferrari's Racing Legacy (National Meet) in Portland, Oregon

July 15-17, 2021: Drive Oregon 2021

## Welcome New Members!

Please welcome our new members to the Northwest Region!

Greg Ruttan  
Fred Amirfaiz  
Allen Parker

Douglas Skarada  
Bill Wojdak  
Lee Gotcher  
Maurie Thomas

## Volunteer for Car Connect!

*By Eric Wishan*

We are looking for Ferrari "Experts" on their own Ferrari make/model who would be willing to talk to members about their cars.

Please send a message to membership@nwrfa.org with your name, make/model of your Ferrari, and a phone number along with email address.

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# NWRFCA Board Election Happening This Month



*By Regional Director Erik Swensson*

The NWRCA Board elections will be held during the month of November. On the ballot seeking another term, this time for two years as Assistant Regional Directors are, Will Diefenbach, Bruce Peart, and Chuck Tourville. William Howard is also running for an ARD spot but is also the Clubs Communications and Special Events Coordinator. Janet Schumacher is on the ballot as our Activities Director, and Naoma Parr is on as an ARD and is also the Oregon Activities Director. While Pat Riley has graciously agreed to take on be Treasurer for another two years.

Eric Wishan who has been the Membership Chair the past two years has agreed to have his name placed on the ballot for Regional Director. We are lucky to have someone with Eric's experience and talent stepping forward into this important role. I have stepped down from the RD position so that I can still be a member of the NWRFCA Board but spend increased time on the FCA 2021 AE/DO. I plan to be on the Board in the position of Immediate Past RD.

For the Club to continue to bring on new ideas and energy it is important to have new faces on the Board. This year we are fortunate to have two new people running for 'Board Members at Large'. Russell White and Jake Hartough have both put their names forward. Both have been members of the NWRFCA for over 5 years and each has been actively participating, in different areas such as the Concours, drives and contributing to the Newsletter.

Please show your support for those members who have so graciously given of their time to be on the Board



*Erik Swensson and Gerhard Renz, with the print of his 275 GTB on the wall to the left and a competition Ferrari 275GTB/4 Alloy body to the right.*

by casting your vote for them. FCA national will send out the ballots electronically, in the next few weeks.

The month of November looks like a slow month for the NWRFCA if you look at the Events Calendar, but there are several NWRFCA members working on the FCA 2021 Annual Experience and Drive Oregon 2021. There is a lot to do in order to get things up and running.

Dave Tegeler has been busy putting the Drives together and figuring the cost for each Drive. Deciding on the number of hotel beds, understanding the different variations on rooms and how many folks can a cabin hold, has kept him busy. Not quite as extravagant as his Boeing job, but still a time-consuming task to do as a volunteer. Thanks Dave.

Carlton Geer continues to hone costs and expenses, in a time that is full of unknowns. He is also tasked with looking over the Red Lions menus. We are fortunate to have someone with his skill level understanding big events, as he has run some of the largest, including Hot August Nights in Reno. (See article, FCA AE/DO Update #6 page 26)

The NWRFCA annual meeting was a huge success, with over 80 people in

attendance. By far the largest event I have attended since the pandemic began. We were careful to social distance and wear our masks. I believe everyone had a great time and was appropriately blown away by the Brothers Collection. We were so good that the Brothers have given us a discount for showing the museum during the Annual Experience in July. Thanks again to David Henkel for making that whole event possible. (See articles and photos on pages 6-15).

We often talk about how having a passion for Ferraris gets us to join the FCA but it's the people that keep us as members. An article by Lon Ashment shows how in a real-life crisis, friends we have made in the Club are much more than just car friends. A truly remarkable story. See article page 16.

The Portland area is looking into hosting a Holiday Party this December. We are in the process of looking for the right venue and deciding on the number of folks that can be safely be accommodated. Be on the lookout for a Constant Contact announcement if we can pull this off.

I wish everyone a happy Thanksgiving. I remain thankful for my many friends in the NWRFCA and look forward to spending more time with you all in 2021.

# NWRFCA 2020 Annual Meeting

By Erik Swensson

This has been a crazy and difficult year, and if someone had told me we'd have over 80 people at our annual meeting this summer, I would have just rolled my eyes. But that is exactly what happened. On Oct 11th, a cool and wet Sunday, we had a sit-down lunch catered by Marco Ristorante Italiano and then held a quick meeting, with the agenda and topics covered in a written handout. This was done with the pandemic in mind, to limit talking, knowing that with a group that large, and socially distanced, discussions would be impossible. Also, this gave us more time to view the jaw dropping Collection.

The Brothers Collection is assembled in what used to be a chipmaking factory, and is a very large building, with the cars all on one level. So, you get an expansive few of the three separate areas the cars are shown in. The collection has literally been found and preserved, by brothers Brad and Bart Colson over several years, from around the world. Bart spoke to us about the Collection, thanked us for coming, and confirmed we were the first group to view the Brothers Collection. He said a national car magazine was coming in to do a photoshoot in about a week and he had promised them they would be the first to do video footage of the museum, but we could take all the still shots we wanted.

The \$1,000.00 'group users fee' we paid will be doubled by the brothers and our monies will be gifted to a women's shelter in the area. All proceeds from the museum, whether user fees or from items bought at the 'gift shop' will go to assorted charities. Bart also had an assortment of Brothers Collection hats we could choose from to take home with us.

Brad is the muscle car guy and the muscle car collection he has assembled is second to none. The other half of



*L-R Jessica Cousineau, Janet Schumacher, Naoma Parr, Mark Scholz, Jake Hartough, Erik Swensson, Eric Wishan, Chuck Tourville, William Howard, Will Diefenbach, and Bruce Peart.*

the collection is European exotics, which Bart spends more time with. These cars are also second to none and include one of three Ferrari hydroplanes built along with the Maserati hydroplane as well. The entire layout is enlightened by wonderfully original neon signs.

Their Ferrari collection was high-lighted by a Penske owned Enzo FXX with 80 miles on the odometer, although the one-off 'shark nose' 330 GT was hard to miss. The 275 GTB alloy was on a revolving stage and looked a lot like NWRFCA member Gerhard Renz's 275 GTB. Gerhard's now famous painting of his car and the black stallion was on the wall next to the Collections' 275 GTB. Bart approached Gerhard about having the remaining prints available, in the gift shop. What a find for both men!

There are so many amazing cars that to have a favorite would not be possible, but staring at the Blue Daytona Cobra, the only one in the world with a large block 427cu in, V8 under the hood, was easy. The other cool thing about the Daytona version of the Cobra, designed by Peter Brock, is that five of the six bodies were built at Carrozzeria Grand Sport in Modena Italy. Shelby knew where the best car builders were and went to Ferraris' hometown to get the best. This car was the seventh and last Daytona Cobra built. It was supposed to race as a prototype, known as the "Type 65". However, it was never raced as Shelby got busy with a different project, something known as the Ford GT 40!

We have already arranged to have the Collection open for viewing during the Annual Experience. So, for those of you who missed the show in October you'll get a second chance.



2020 Annual Meeting at the Brothers Collection

Photos by Julie Beebe, William Howard, and Nathan Barclay



2020 Annual Meeting at the Brothers Collection





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2020 Annual Meeting at the Brothers Collection



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# Through the Camera Eye: The Brothers Collection By Wiley Norwich



The venue for the NWRFCA annual meeting was very special this year. Members were given access to what must be one of the most incredible car collections in the country.

The expansive Brothers' Collection has an astounding array of American muscle cars, European sports and GT cars, motorcycles and a few oddities such as a Ferrari hydroplane and a '56 Chevy powered by a Rolls Royce Merlin V12 engine normally found in a P-51 Mustang.

The collection also includes neon signs that harken back to another era are in abundance, lighting up the cavernous facility.

There is so much to see that one visit only scratches the surface. I can see automotive enthusiasts visiting numerous times when the collection opens to the public, hopefully in 2021.

*Clockwise from top-left: This drop dead gorgeous 275 GTB lends a sense of scale to the adjacent Prancing Horse sculpture that was part of Enzo's office decor. Featured cars in the collection are on rotating turntables that let you view the car from all angles.*

*An Enzo FXX track terror and Maserati's Enzo-based MC12 head up the hyper car display. An interesting fact about the MC12 is that the body was designed by Frank Stephenson, the same Pininfarina stylist who drew the Ferrari F430.*

*Mustangs that Carroll Shelby made famous, an incredible lineup of GT350s from the 1960s.*

*Part of the European collection includes Lamborghinis, Porsches, Jaguars and a Maserati hydroplane.*



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*Clockwise from Top-Left - The one-of-a-kind 1965 Cobra Daytona Super Coupe is the center piece for an extensive display of standard Cobras. This array of Ferraris includes the Enzo, F50 and F40. A tastefully displayed 250GT 2+2 is one of the numerous Enzo-era Ferraris in the collection. Corvettes abound in the expansive muscle car section of the collection.*



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# Fires, Ferraris and Friends

Words and photos by Lon Ashment

I would like to take a moment to tell you a story about our Ferrari Club experience and to recognize a couple of amazing people, Naoma and John Parr. First let's start with a backstory of how we came to buy a Ferrari and tell you how we met our best friends.

Back in 2007 we were hit hard in the recession. We were forced into bankruptcy as our home and investment home both lost over 80% of their value. As we were in the midst of rebuilding our lives I drove past a bright red Ferrari Testarossa for sale on a car lot. This was my dream car from my childhood as in high school I even dressed as Don Johnson. I decided right there that my goal was to work hard to recover financially and to buy a Testarossa. We relocated to Oregon from Las Vegas in March 2010. After 5 years of hard work we finally had enough for me to look for our car. I found a 1989 Testarossa online in California. It was a high mile Rosa Corsa example just like the one I had seen 5 years ago. I had a local shop do a PPI and less than one month later watched as my dream car was unloaded off the transport truck. That weekend we drove up to cars and coffee near Portland Oregon and were greeted by two great individuals Erik Swensson and Mark Scholz who guided me as I backed up into a parking spot next to their Ferrari's. In conversation they asked if we were members of the Ferrari club and I said we were not but had seen some information on it. They invited us to join and told me about the great events that club members enjoy.

We joined that day and a couple of months later attended our first event. It was a lunch and Drive hosted by Erik and his wife Edy. There we met two individuals that asked how long we'd had our Testarossa and asked where we were from. We told them that we were from Marcola and they said they were from Springfield just down the road from us. We talked a little and they invited us to email them to arrange a drive. Well we are a very shy couple and although we thought about it from time to time, we did not email them. Shame on us.

We were always working on weekends or days that club events happened on for a couple of years and we let our membership expire. When the values on the Testarossa skyrocketed we traded it in on a great bright Yellow 360 at Ron Tonkin Gran Turismo and with that purchase we got a free years' membership in the Ferrari club. A few months later we were able to go on a Cannon Beach drive with the club. Now remember I mentioned those two individuals that we met at our first event.



They were Naoma and John Parr. Naoma saw we were registered for the event and emailed us asking if we wanted to meet her and drive the 360s (as they had one as well) up from Springfield together. We responded we would love to. My wife and I, not being able to initiate most conversations, found that her reaching out to us really helped us get comfortable with the members of the club.

Not too long after that event Naoma emailed us to ask if they would like to get together for a drive. We did and this is where the beginning of our great friendship began. From that day on we would regularly get together for drives, dinner and games. We became great friends.

Fast forward three years since the Cannon Beach drive. A little over one week ago we found out just how fortunate we were to have met our best friends. As many may know we had a really bad fire season this year here in Oregon and even as I write this, the fires are not completely out. On Tuesday September 8th we watched as a wall of smoke rolled into the Mohawk Valley into Marcola surrounding our home. I texted a friend just up the road who really knows the forest and he told me that it was the fires up north and nothing close. He was at that moment correct.

The next morning everything changed. At around 8am he called me and told me that there was a new fire east of Springfield up Hwy 126 in Blue River and it was bad. I texted my wife to make a list of things we wanted in case we had to evacuate. She said she was already working on it and I left for work. Naoma texted me several times asking me if we were okay and keeping me up to date on what she knew about the situation. About 3 hours later we were told the fire was headed for Marcola and there was a meeting at our local fire station at 4pm. I texted Naoma and my wife and I both left work and went home

to prepare. While driving out to our house Naoma (who is a 911 operator by the way) texted me that we were about to go to a level 2 in Marcola and that she and John had room at their house to accommodate us. Minutes later we got the alert that we were indeed at level 2. After packing both our commuter cars with everything we felt was important we left for the meeting at the fire station. I will never forget this moment in time as we drove up the road to the station there were so many cars going to the meeting. I saw that they were turning cars around and commented to my wife this does not look good. As we arrived we were greeted by a fire fighter who told us we were going into level 3 and we needed to go now as the fire was just on the other side of the ridge. We drove the couple of blocks home and got the other car leaving our other vehicles behind including the 2007 Ferrari 599 GTB we just bought in May. My wife drove our dog down to a friend in Cottage Grove where we take him when we go out of town and I went back to work to close the store.

That night we were welcomed by Naoma and John who were also now accommodating their daughter, her husband and three grandchildren into their home.

Let's take a quick moment to talk about the Ferrari we left at the house. Wednesday morning, I woke up to see the thermometer on our bbq smoker was updating on my phone. Yes, the smoker, as I have it running through the wireless network at the house and can check it on my phone. Now I wasn't interested in the temperature, but it was important that the power was back on at the house. It just happened that as it is on the same service line as the fires station in Marcola. I also saw that the Mohawk valley was closed to all traffic in and they were only allowing traffic out. My heart sank a little

in that we had no time yesterday to get the Ferrari out.

Remember that friend that I had that knows the Oregon forests? Well this is where his great knowledge of all the BLM roads in the Valley came in to play. He picked me up in his Jeep and armed with a chainsaw and other road clearing items we headed out to see if we could get into town. We stopped in at the checkpoint on Marcola road and we were politely turned away at the roadblock so we headed to a deadend road that would take us to a road in use in the BLM road network. We would stop every once in a while, to check to see what the smoke and wind were doing to make sure we did not get trapped. We successfully made it into town, and I grabbed a few more possessions and of course the Ferrari. It was rather comical as we drove out through the roadblock. They recognized the Jeep they had just turned back an hour before and now it was followed followed by a Ferrari!! They pointed and waved at the car, I think they understood. Upon arriving back at Naoma and John's house we were prepared to park the car covered with our all-weather car cover on the side of the house. To show even further how great his family is her son-in-law immediately started calling to find someone deep in town that had space in a garage for



the 599. He located one and there it stayed tucked away from the smoke and ash.

We stayed with Naoma and John for over a week and they made us feel so comfortable that we started calling their house home. I cannot believe how fortunate we were to have run into our now best friends 5 years ago. We cannot thank them enough. For what they did for us removed so much stress as we awaited the fate of our little town. We were even able to assume our daily life, going to work, and enjoying our time under their roof.

We were fortunate also in that our town was spared as the fire stopped a little over a mile from our house thanks to work by the wonderful fire fighters and finally a little help from mother nature. Now I sit here on the third night back in what I call our second home, typing this to recognize two very special people that we could not imagine our lives without.



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# The Long Road To Our First Ferrari, Part Two

Words and Photos by  
Stewart Waliser

Delivery day, everyone who has ordered a new Ferrari looks forward to this day. My long road to our first Ferrari was finally reaching its destination. In May the Ferrari production line roared back to life, to the rejoice of Ferrari fans everywhere. With the restart of the production line came the anticipation for me awaiting the start of production on my 812 SuperFast. My car would enter production on May 22nd, and finished production on June 12th. The Ferrari factory workers must have really been rearing and ready to go, as they got my car done quickly.

Remaining patient for my dream car was an interesting test for me. I am a 5-year-old on Christmas Eve when I am anticipating something. Waiting for the production line to come back to life was not too bad for me though, I knew that it would return soon enough. After the factory was open came the anticipation of awaiting the message from Darion at Ferrari of Seattle saying, "Status 20." Status 20 is the first step in production, your chassis has begun construction at Scaglietti.

This kicks off a multi-week journey for your car. Every Friday I would await the latest update from Darion. Status 30, status 40, status 50, it was really happening! My car was moving along the Ferrari production line at a breakneck pace. After the car is done at chassis building it comes in to be primed and painted for status 30. After that it will



receive wiring, interior pieces, and most of the body and exterior in status 40. Status 50 was one that I was really awaiting as that's when the drivetrain gets mated to the chassis. After that you have status 60 where they put the finishing touches on the car and roll it out of the factory. Then it's status 70, testing, and then it will be prepped and shipped.

Back in May I learned about air freight. Not even a second thought for me, I was doing it. I shot Darion a quick message asking about it, he told me he would get it arranged. This was going to cut around 4-6 weeks off shipping time, which was amazing to me. Fortunately for me the car finished production and testing on June 12th, which began my anticipation of waiting for it to hop on a flight. An interesting parallel was that

my first enthusiast car I owned was a 1998 BMW M3, which I purchased on June 12th, 2012. I guess June 12th is a good car day for me! The 812 would end up flying on July 1st, leaving Italy's Milan International airport on a direct flight to Sea-Tac. It landed late in the night in Seattle, clearing customs overnight. July 2nd my phone buzzed, "look what just showed up," it was my car sitting in Ferrari of Seattle's storage.

Ferrari of Seattle got it through PDI the next Monday after the 4th of July holiday. With all the protests happening down the street from Ferrari of Seattle I decided to take delivery at Metropolitan Detail where it was scheduled to get full PPF. Tuesday July 7th would be the first time I saw my spec'd Ferrari 812 SuperFast in person. I eagerly anticipated the text from Darion that the car was en route to Metropolitan Detail in Redmond. When I got the text, I hopped in my car and rushed over there trying hard to not tear up now realizing my dream was coming true. My now fiancé, Ally, was on her way to meet me there. The car arrived about 30 minutes before I got there, and they made sure to stage it for me. I walked around the corner, and there it was, sitting right there.

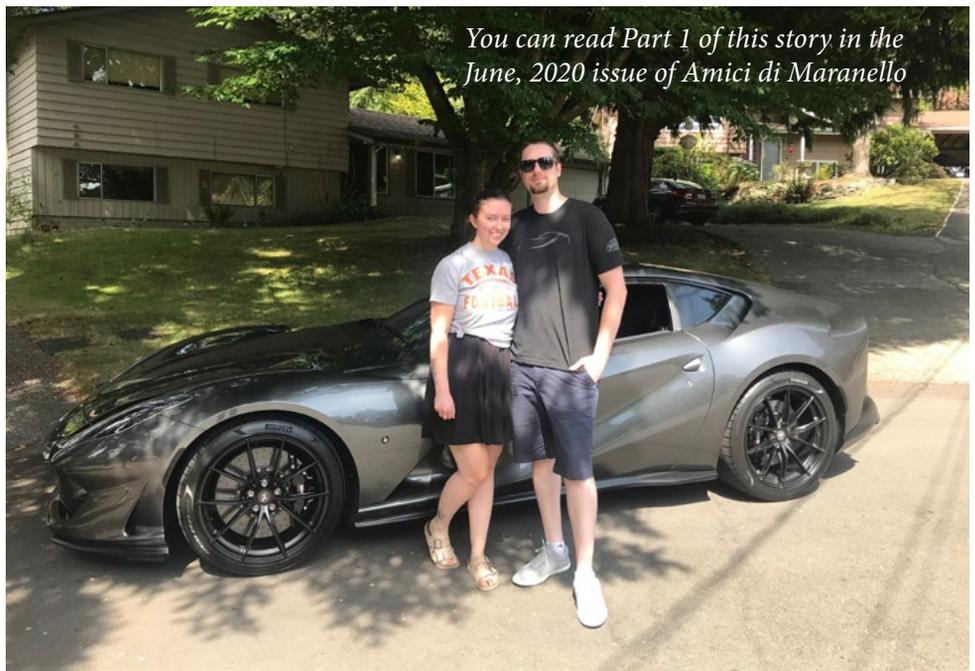
It was a rush, and it didn't seem real. Cars mean so much to car people, it's something we work hard for, our



dreams are made up of these cars. Walking around the car, snapping pictures with my phone I was in complete disbelief this was mine. It began as a dream created from a video game back in elementary school, driving a Ferrari with joysticks on a controller. What began as an image on a screen at Ferrari of Seattle was now a car sitting right in front of me. I asked for the key, hitting the start button the 6.5-liter V12 engine roared to life, and a massive smile roared across my face. John from Metropolitan Detail jokingly said to me, "will you come back if you drive it?" I was so deathly afraid of a rock chip I was only going to drive it down the street and back. So yes, I did bring it back very quickly, but not before I enjoyed that V12 sound I've been craving. This hit off the V12 was only a quick one, it needed to get full PPF before I could enjoy more.

The guys at Metropolitan Detail got to work quickly on prepping the car. They washed it, inspected the entire car for any defects, and brought them to my attention. These are hand-built cars, there is going to be something that these guys will catch. Fortunately for me it was no big deal and wasn't going to hold up the wrapping process. It was about 2 weeks for the full job to be completed, but it was well worth the wait. The entire car is wrapped, safe from rock chips at all angles. The paint is also popping, which was awesome to see. The detailers and wrap installers are passionate about their jobs and the client's cars and it really shows. Once the car was finished at Metropolitan Detail I still had one more step in the finishing process.

I have a heavy right foot, and I'm sure I'm not alone in this. This means I know I need some active defense against the occasional speeding ticket. Having a top-notch radar detector with laser jammer defense was going to be an essential item for me. I scheduled with Systems Unlimited in Bellevue for a stealthy integrated install. I brought the car to them, and we confirmed how



it would be accomplished. I didn't want jammer heads hanging off my car and I wanted the best. They were able to do a phenomenal job on the install, hiding the jammer heads, and installing the controller in a great spot. I had some big asks, but they had no problems accomplishing them. I was able to drop by a couple times through the process, and as a very technical person I loved to see how it was all being installed. I believe their install is probably the best integrated radar detector and laser jammer install done on an 812 SuperFast anywhere in the world. This was another 2-week process, which is kind of a theme, but good work does take time.

The car was now fully done with its finishing touches just over a month

after taking delivery. Ally and I had a 400-mile trip planned for the next day, but I wasn't going to wait that long to drive it at least a little bit. We took the afternoon and put some miles on the car in the awesome August weather. I was able to drop by my Dad's and Ally's Parent's houses to show off the new car. Our first Ferrari was finally here, and it was a long road. From a dream as a kid, to a configured car on a screen, to the car in front of me. I would change nothing about the road to get here, it was an awesome journey. As of writing I am about two and a half weeks with the car in my possession and have 2,300 miles on the car. I look forward to attending many NW Ferrari Club events and getting to meet as many of you as I can. Thank you!



# Take a No-Frills Drive to Central Oregon

Words & photos  
by Wiley Norwich



*In early October Erik Swensson and Eric Wishan put together a drive to Shaniko and Fossil in eastern Oregon. The primary purpose of the no frills event was to take in some of the outstanding roads of the High Desert Drive, before the end of the driving season.*





Opposite – A stunning red F8 Spider demonstrator lit up the lot where we gathered at Ron Tonkin. This F8 Spider interior is racy, to put it mildly.

Opposite – Ron Tonkin Gran Turismo hosted the group, providing brown bag lunches and coffee. “Doc” Nichols is staged ahead of me. He owns and drives his 488 GTB “For Joy.”

Opposite – A long, deserted straight road provided an opportunity to open it up a little (under the radar of course), before transitioning to just the opposite, twisting and turning stretches of asphalt.

Above – Eric Wishan led the group in his sweet 488 Pista, and we picked up Erik Swensson on the road near Tygh Valley.

Right – The back row of the “grid.”

Opposite – Erik Swensson to Eric Wishan, “We go thataway.”

Right – Main Street in Shaniko has seen its share of Exotics this year, this time headed by Eric Wishan’s 488 Pista.

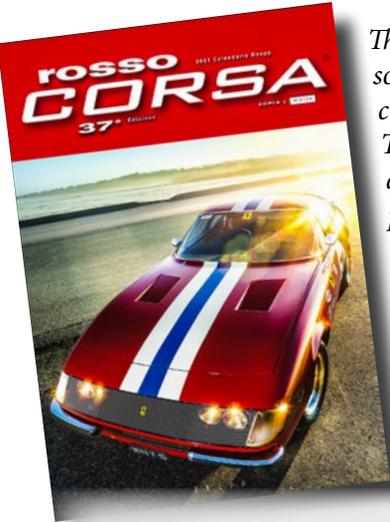
Top Right – Looking for an American classic project car? Shaniko has a couple.



# Just What You Needed - The 2020 Holiday Gift Guide

There's no getting around it - 2020 has been a great big flop. We've all been frustrated, bored, and we've just about had it with all our old stuff. So to brighten up your life a little, here's a whole bunch of NEW stuff you might want to play with. Check out all our advertisers in Amici di Maranello, and take a look at these ideas. Some things are cheap, and some are not. But we think there's something here for everyone to enjoy.

Best of all - no masks! - Ed.



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Michelin recently announced the Pilot Sport All-Season 4. The new tire was made to improve on past models with 4% better dry braking, 5% better wet braking and 10% more snow traction. Available in a wide variety of sizes. <https://www.michelin-man.com/tires/high-performance-tires/pilot-sport-all-season-4.html>



Tutima Glashütte has added two watches to its successful Grand Flieger Airport Series. In Classic Blue or Military Green, these new models embody the traditional virtues of unconditional reliability, precision and optimal legibility. From \$2500. Find out more at [www.tutima.com](http://www.tutima.com).



Have you ever considered a commissioned piece of art styled after your Ferrari? Based in British Columbia, sculptor Kellen Silverthorn makes unique models of classic cars from colored stone sourced around the world. \$5800-\$8900 [www.kellensilverthorn.com](http://www.kellensilverthorn.com)

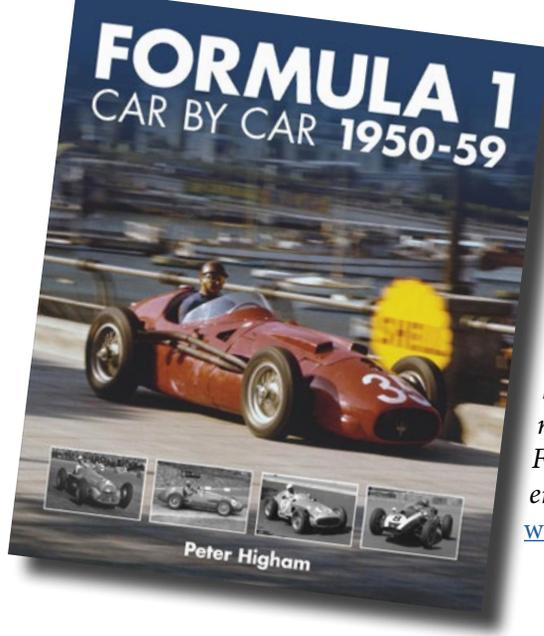
The Topsider is a suction-based design that allows you to remove oil and other fluids by inserting a tube and letting suction do the rest. Available on Amazon for about \$50



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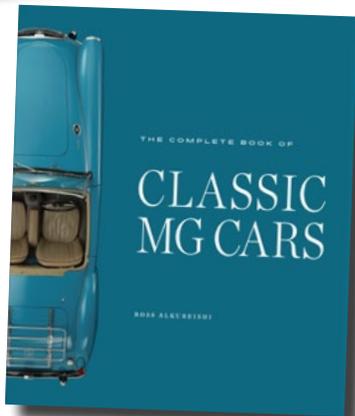


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In case you get tired of Ferrari stuff all the time, how about a book on British cars for a change of pace? No? Well they have plenty of other titles, too. Check it out for \$50 at Quarto Knows. (<https://www.quartoknows.com>)



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*"Defending and winning red light tickets"*

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John Carlson KVI Talk Radio  
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## Update 6: 2021AE Website Going Live!

The FCA 2021 Annual Experience and Drive Oregon will come alive during this month of November, with the official Website going online. Registration for both events will open in January.

In the past the FCA has depended on the Website and ads in the Prancing Horse to be the main marketing tools used for the FCA Annual experience. However, your NWRFCOA Board feels that a more personal touch is necessary to achieve the attendance of around 500 we are shooting for. Therefore, we have notified all the Regions that members of the Board are willing to have a Zoom call with any Region or Chapter that would like to learn more about what we have planned for 2021. These webinars will take place in December and should give our event the added exposure it needs.

During the recent NWRFCOA members Zoom call, we had a lot of good ideas brought up. There were also some folks who volunteered to be group leaders on the Drive Oregon tours. We still have a few spots open for these fun positions and they guarantee you a spot on the Drive. As mentioned

earlier, preference will be given to FCA members out of our Region for DO registration spots. This preference will be in effect for the first few weeks that registration is open. Email [Davetegel-er@gmail.com](mailto:Davetegel-er@gmail.com) to volunteer as a group leader or ask him about questions you might have concerning the position.

Although registration for the full event will not open until January you can reserve your room at the 'Red Lion on the River' now. Go to <https://ferrariclubofamerica.org/mpage/FCA-2021Hotel> and reserve our room today. By reserving now, you not only assure yourself of a room at our headquarters, but you will also be sending a message to FCA members that you are supportive of the Annual Experience being held in the Northwest in 2021. In today's crazy times this is important.

The website will have a complete listing of events that will make up the AE as well as the Oregon Drives. There are many events scheduled for the week. Some days will have overlapping events so that when you register it will be necessary to have decided on which of them you want to participate in.

Therefore, please take enough time to review the website in some detail and make your personal schedule, that you and maybe your friends want to have for the week.

For instance, on Wednesday morning there are drives through the Willamette Valley with the destination of a fine winery for lunch. At the same time, there is the Maryhill Loops hill climb. Or you might want to take a bus tour of wineries and the Evergreen Air Museum, with lunch at the Stollar Family Winery.

Of course, if you had chosen an F1 ticket, which includes driving sessions at Portland International Raceway for Tuesday and Wednesday, you might not be available for those Wednesday morning events. You can see planning your week at the Annual Experience, should start soon. You may want to do some of these events with a friend and talking to them before you register is going to be important, so you both don't miss the opportunities available. This also goes for deciding which Drive Oregon trip you want to sign up for.



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& ASSOCIATES, P.L.L.C.

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In addition to the Schedule of Events you will find information about, How to Ship Your Car, Accommodations, Renting Exotic Cars and several other categories. If you have any questions concerning any element of the AE or DO please get in touch with me at, 971-241-2614 or [Erik.SvenssonZ8@yahoo.com](mailto:Erik.SvenssonZ8@yahoo.com).

As portions of the site are built, they will go live during the month of November. The FCA 2021 AE and DO website should be completed by Thanksgiving. The website can be viewed anytime at, [FCA2021.org](http://FCA2021.org). Remember to use the Chrome search engine or a PC, as Safari does not handle the site.

Be part of the excitement and make the good times even better by volunteering. Either of our Volunteer Co-Chairman would be happy to hear from you. Scott Faris at, [Safaris-motor@gmail.com](mailto:Safaris-motor@gmail.com) or Chuck Tourville at [Chuckt9797@live.com](mailto:Chuckt9797@live.com).



*Left- Sunset over Brasada Ranch.*

*Below- Dinner at Silvies Valley Ranch*

*Below Left- High Desert and Crater Lake road*

*Across- Deschutes gorge stopover*



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