

# Ferrari

## GREAT FERRARI GARAGES

**N**eed parts for your vintage Ferrari, searching for a great restorer, or just looking for fine service? Here's a list of some of the best places where the insider Ferraristi go.

**Algar Enterprises**, Rosemont, Pennsylvania, 610-527-1100  
Since 1964, a great source of older Ferrari parts and late model Ferrari service.

**Berlinetta Motorcars**, Huntington Station, New York, 516-423-1010  
Award-winning restorations, aluminum fabrications, engine overhauls.

**Classic and Sport Auto Refinishing**, Edinburg, Virginia, 703-984-8711  
Ground-up restorations including metal fabrication, expert paintwork. Owner David Carte does Bill Marriott's cars.

**European Auto Sales and Restoration**, Costa Mesa, California, 714-642-0054  
Fixed price, fixed time, award-winning restorations on a wide range of Ferrari models. Always a large selection of Ferraris for sale.

**European Service Centre**, Leesburg, Virginia, 703-777-6155  
Older Ferrari maintenance a specialty; nothing scares these guys. If they can't find a part, they'll make it.

**FAF Motorcars**, Tucker, Georgia, 800-522-2345  
Spares for Ferraris of all years, new model sales and service.

**Will Haible Ferrari Service**, San Leandro, California, 510-895-8062  
Vintage and contemporary Ferrari maintenance, repair, and restoration service.

**Die Karrosserie**, King of Prussia, Pennsylvania, 800-783-8024  
Fine paint and trim for old and new Ferraris and expert (miraculous) metal fabrication.

**KTR Engineering**, Ayer, Massachusetts, 508-772-7800  
Vintage racing-car preparation, engine rebuilding, dynamometer, mechanical restoration.

Good stuff at KTR Engineering.

**Modena Sport Cars**, Los Angeles, California, 213-936-0400  
Ferrari sales, service, maintenance, engine rebuilding, and prize-winning restorations.

**Motion Products**, Neenah, Wisconsin, 414-725-4688  
Complete restoration services, including metalwork, paint, and interiors on pre-contemporary (Dino, Daytona, and earlier) Ferraris.

**Patrick Ottis Company**, Berkeley, California, 510-849-3553  
Ferrari only: mechanical repairs, engine and gearbox rebuilding, machine work.

**Partsource**, Camden, Maine, 207-236-9791  
Rare trim and mechanical parts for any Ferrari, 1949-1994.

**Bill Rudd Motors/Maranello Auto Parts**, Van Nuys, California, 800-233-7820  
One of the oldest and best sources for early Ferrari parts and service.

**Paul Russell & Company**, Essex, Massachusetts, 508-768-6919  
Formerly Gullwing Service Company; although Mercedes-Benz is their specialty, they've done several award-winning Ferrari restorations.

**Bob Smith Coachworks**, Gainesville, Texas, 817-668-8622  
250GT and earlier Ferrari restorations.

**Tillack & Co.**, Redondo Beach, California, 310-318-8760  
Problem and unfinished projects a specialty, restorations of one-off coachwork.

**Mike Tillson Motorcars**, Philadelphia, Pennsylvania, 215-473-6400  
Conscientious Ferrari service and maintenance, mechanical restorations.

**Bob Wallace Cars**, Phoenix, Arizona, 202-275-2543  
Expert engine, gearbox, and mechanical restoration by Bob Wallace, former Lamborghini factory development engineer.  
—Compiled by Ken Gross

## GENTLEMEN, START YOUR FERRARIS

There was a moment of black humor when a black 348, badly damaged after slamming a concrete retaining wall, was hauled by the Lake Forest enclave on the back of a flatbed. "Oh, man, that's a bad one," said Mancuso. "Gotta be forty grand worth of damage," chimed in one of the mechanics. "Forty? That's sixty grand if it's a penny," said another, chuckling darkly. Soon everyone in the paddock was taking bets on what it would cost to repair. Luckily, it was the only major crash of the weekend.



By one o'clock Friday, after a total of four hours of practice and qualifying (about four times what the average SCCA weekend racing driver gets), it was finally race time. At the pre-race driver's meeting, Myron Garfinkle intoned the words that had brought everyone here in the first place: "Today we have the opportunity to define gentleman racing in America." The hope and the romance of the 348 Challenge series were tied into a neat bundle in that one short sentence.

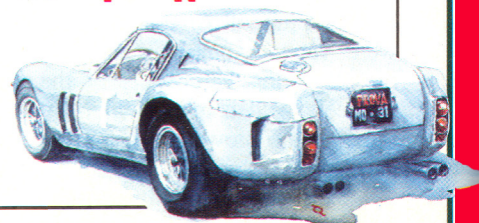
Would it work? The men in the red and yellow driving suits were ferociously competitive and used to having their way. Could they reconcile the conqueror's imperative with the gentleman-driver ethic, which emphasizes "after you, sir" sportsmanship rather than the raw aggression of "real" racing?

## MY FAVORITE FERRARI



**Stirling Moss**, racing and rally driver: "I had a row with Enzo when I was beginning my career, so I never drove for him, but I do have good memories of his cars because they were so reliable and safe. My favorites were probably the GTO prototype and the 250 short-wheelbase berlinetta. The SWB was a beautifully balanced GT car with a wonderful feel." [Moss won the 1961 Tourist Trophy at Goodwood, England, and the 1961 Nassau Tourist GT race in the same car, Rob Walker's SWB number 2735GT—Ed.]

## 250GTO prototype



KLAUS SCHNITZER