

Ferrari Fever—A Lifetime Collecting, Restoring & Racing the Rarest

Italian Automobiles

by Paul F. Schouwenburg
 11½" x 9", 384 pages,
 hardcover in slipcase
 700 color, b&w photos
 ISBN 978-0-9573978-3-5
 Published 2014,
 Eau Rouge Publishing
 \$140 + s&h from
www.eauroughpublishing.com



It's getting difficult to find a Ferrari book that isn't a rehash of what we've read before. This book is not that. It's a refreshing autobiography full of stories and anecdotes by Dutch enthusiast Paul F. Schouwenburg. He wrote it as a "...compilation of personal experiences and lessons learned to share with my family, friends or any petrol head with a keen interest in collectible Italian cars..." He collected many of his cars in the 1960s-1970s when profit didn't always motivate the collector. In his Foreword, Nick Mason, a major collector himself, wrote that when Schouwenburg bought a car, "...it was purchased for its driving pleasure and physical appeal..."

Schouwenburg admits to a weakness for things mechanical, which slowly developed into a love and passion for finding, restoring, racing and selling Italian cars. He wasn't a one marque man, beginning with Alfa Romeos and ultimately owning 31. He also owned examples of Abarth, Armstrong Siddeley, Abarth, Austin Mini, BMW, Brabham, Fiat, Gulf-Mirage BRM, Innocenti, Lotus, Maserati, OSCA, Porsche SIATA and Talbot-Lago. From the 1960s into the 1990s, he was a major collector, indeed!

However, it was Ferrari that attracted him the most. In 1968, he bought his first Ferrari—a 212 Inter Touring berlinetta. He'd forged a relationship with Jacques Swaters at Garage Francorchamps in Brussels, and Swaters asked him to be his sales representative in Holland by 1969. This experience opened the door for him to the factory

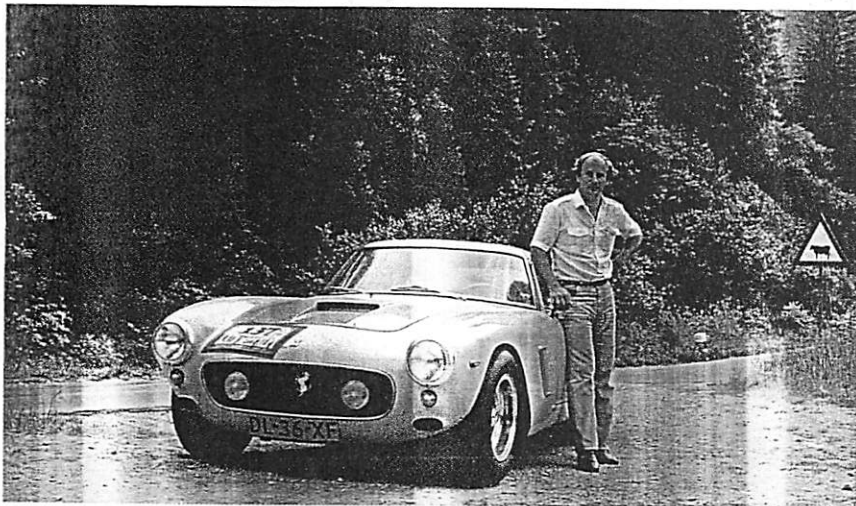
and many of the Ferrari "insiders" of the day. All told, he would own 28 Ferraris assisted often by Rob de la Rive Box, the go-to-guy to find exotic cars in Europe.

There's no room here to list all of Schouwenburg's Ferraris, but many were significant road cars, specials and racing cars. He wasn't a dilettante with his cars and didn't keep them hermetically sealed and stored in a bank vault. He used them extensively as day-to-day drivers, for great motoring adventures across Europe regardless of the weather and for racing. He also writes of the cars he tried to buy and didn't, that his friends bought and some that he bought and never drove. This would include a 250 Le Mans berlinetta with a Porsche 906-like body and a four-liter "P" series engine!

Every section about every car is a fascinating story, such as his attempts to try to sell his 250 GTO, saying it was not an easy thing to sell. He almost couldn't give it away as it had no utility on the road and was too tired for the track. Unbelievably, it was the GTO that he liked the least of all of his Ferraris. The car he enjoyed the most was his 250 GT SWB berlinetta Comp/61 (pictured) of which he said, "Quite simply, this was my best car ever over the last 50 years and is one of the all-time Ferrari beauties." You'll be fascinated by the tale about his 250 TR, s/n 0720, 0750 or 0758 TR—well, which one is it? It's an interesting story of a car built with hundreds of genuine Ferrari 250 TR parts and major components on an original Vaccari-built 250 TR 58 chassis. It could be titled, "But Wait, There's More!"

Other than his short stint with Garage Francorchamps, Schouwenburg had no connection to the car industry or motor racing. While indulging in his passion with cars, his day job was serving a full career in medicine as a well-known head and neck cancer surgeon. It's almost a family story, as they were often involved. In fact, his sons succumbed to the passion as well and now operate a classic car restoration business (Strada e Corsa), no doubt inspired by their father's "adventures."

Nick Mason wrote that the photos are "...a living history, capturing a by-gone time when the beauty and excitement of the classic Italian automobile were the essence of collecting cars." I agree as they're mostly personal photos from Schouwenburg and friends, and they complement his words well. I noted a few errors in serial numbers, e.g., there is no 250 GTO, s/n 3798 GT, and in model designation, e.g., referring



to a 250 TR 59/60 as a TR 61. The last chapter has some excellent static shots of a selection of some of his cars. They show the meticulous attention to detail and preparation one would expect of a surgeon.

I could flippantly say this is a good read. But, no, it's a captivating and fabulous read! It recounts what's now an almost by-gone time in the 1960s-1970s when these now iconic cars could be found in barns, junkyards and even alongside a road. Thank goodness for passionate *Ferrarista* like Paul F. Schouwenburg.



USRRC—A Record of the United States Road Racing Championship

by Mike Martin
9" x 12", 344 pages
hardcover in box
500 b&w and color photos
ISBN: 978-0-9857300-1-7
Published 2013, Dead Pedal Press
\$115 from the author at
grimeheel62@comcast.net

In 1963, the Sports Car Club of America abandoned its pretense of running squeaky clean amateur races by creating its first professional series—the United States Road Racing Championship. Author Mike Martin presents a much needed story of the series, supported by very detailed appendices covering just about anything you might want to know about the races, drivers and cars. There's a short review of each race by year, including comprehensive results tables, based on "official" SCCA results, with accompanying photos. Martin acknowledges, "Without photos this book would be a rather dry tale of the USRRC," and states that "some photos of lesser quality," were used, thinking they were better than nothing. In his defense,

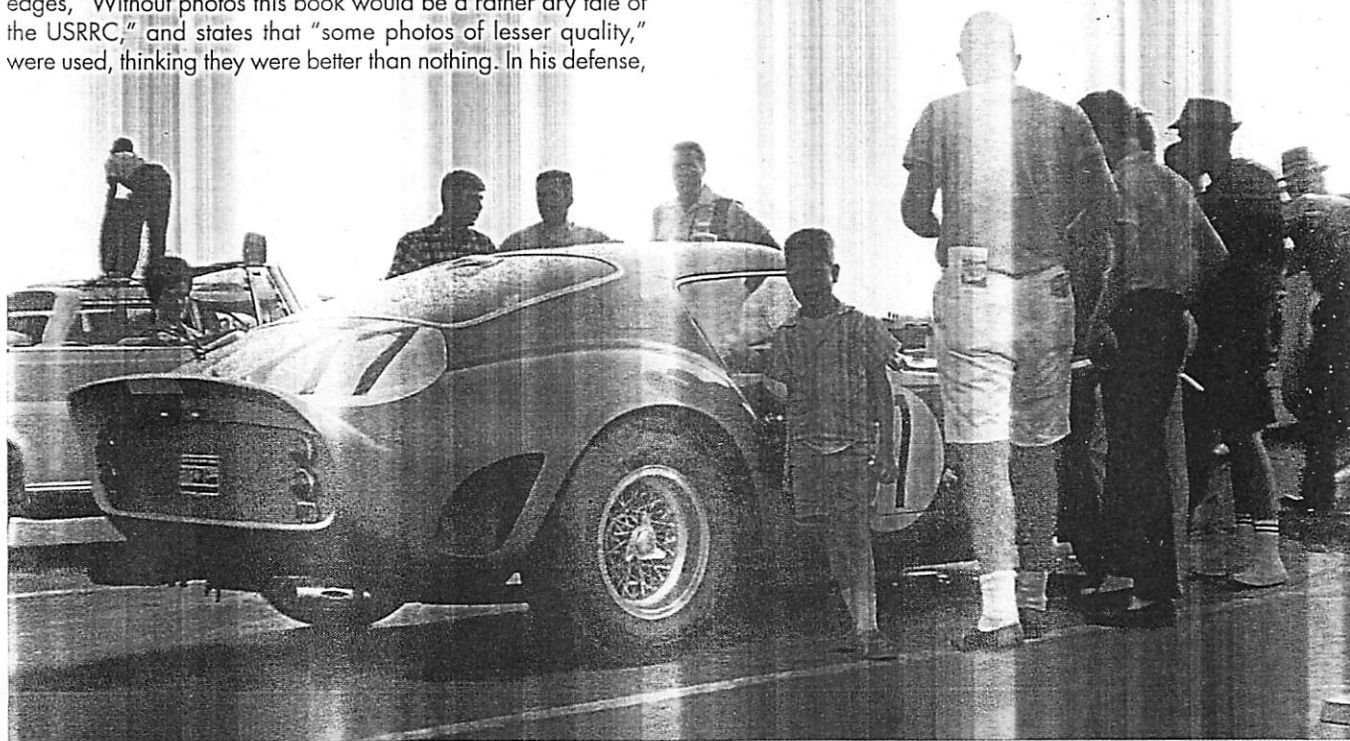
the photos were helpful in telling the stories of individual races. I did note errors in identifying photos but agree the photos, many not published before, made the book.

The USRRC ran from 1963-1968. It primarily recognized the drivers, but from 1963 through 1965, a manufacturers' champion was recognized as well. The championship winning cars were Shelby-Cobra, Chaparral, Lotus 23-Porsche, Genie M10-Chevy, McLaren M1B and M6A-Chevys and Lola T70-Chevy. Note the lack of Ferraris as they were never a force in the USRRC with no factory participation. The series evolved from production-based racers, such as the Shelby Cobra, to the V-8 powered "big banger," purpose-built racing cars, such as the Lolas and McLarens.

Many privateers raced a wide variety of Ferrari models in both the drivers' and manufacturers' races. They include the 500 Mondial, 750 Monza-Chevy, 290 MM, 500 TR, 250 TR 58, 250 TR 59/60-Ford, 250 TR 61, 196 SP, 246 SP, 250 GTO, 275 P, 250 LM, 330 P, 275 GTB and 206 SP. The best Ferrari finish was the Augie Pabst and Walt Hansgen win in John Mecom's 250 LM (6047) at the 1964 Road America 500 (See *PH* #180). Roger Penske won the first manufacturers' race in a 250 GTO (3987 GT) (pictured) at Pensacola in 1963. However the GTOs never won again as the Shelby American Cobras dominated, winning the title in 1963, 1964 and 1965.

By 1967, the USRRC was supplanted by the SCCA-sanctioned Can-Am series. As author Martin observed, the USRRC was the catalyst for the professional series that followed, including the Can-Am, Trans-Am and F5000 series.

The book fills a long-standing void as Martin has documented a significant chapter of motor racing in the U.S. Despite the lack of Ferraris racing in the USRRC, the book should be on the shelf of any serious motor racing fan. ■



BILL BRANNON VIA BOB BRANNON