

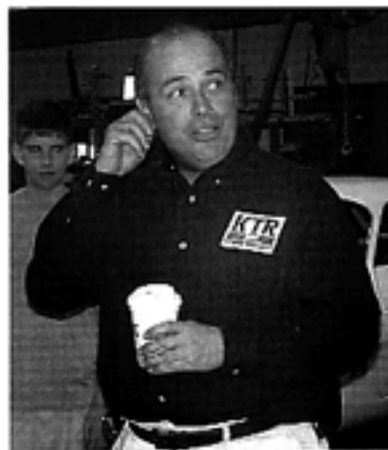
# KTR European Motorsports Tour

Copy By Steve Boris, Photos By Dave Weber

Let me start by thanking KTR owner Bob Gett and manager Andy Funk for allowing us to spend a few hours in their dream shop. Club Motorsports even had Tom Murphy there to promote the new racetrack in New Hampshire.

The turnout was excellent as the Northeast Region members showed up in force to view a very special blend of classic and modern sport and racecars.

Where do I start? How about Bob Gett's collection of vintage racing bikes. Like all bike collection there are always a couple Harley's that get showcased and this collection is no different. But the meat of the collection was the close to 15 vintage Ducati racing bikes, and the other half dozen were comprised of an assortment of Laverda's,



KTR's Bob Gett

Benelli's and a couple of names that I could make out because I could get close enough to them.

As for cars... WOW! The upstairs storage area was chock full of some of the coolest 50's and 60's vintage racecars I have seen outside of a museum. Even though they were packed in there tightly I was still able to work my way through the narrow spaces to get near most of them. There were a number of recognizable open and closed wheel cars like Alfa Romeo Milanos, Lola, Lotus and a 289 Cobra LeMans that was originally delivered to a driver in the area by the local Butler Chevrolet. It sat



Newly arrived 2002 GT3 Cup Car



Over 80 region members toured KTR

without its engine but have no fear it was close by I am sure. These cars get raced quite often so it was probably just getting a freshening up. Then there were the obscure marques most of us have never heard of. Let's see there was a Stanguellini, a Morela/Ferrara and a couple others that the hand lettering had been rubbed off.

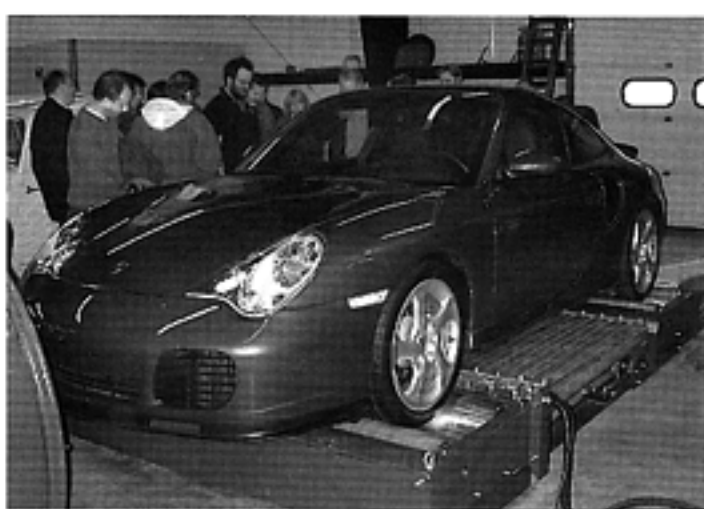
Downstairs in the main area was another rarity, a 1959 BoCar Stiletto. This thing looked as close to the Speed Racer car as possible. Powered by a supercharged Corvette 327 with 7 lbs of direct drive boost the fiberglass shark put out about 375 hp. As you can expect the power to ground technology was not great in 1959 and this car is no exception. The car is all VW torsion bar suspension with a straight front axle and 4 wheel drum brakes. Doesn't sound like the perfect combination to me but it had to be a hoot to slide around. The guys at KTR are bringing parts of it into the 21st century by adding things like a fuel cell, aluminum radiator and a number of other modern safety devices that are all allowed in the vintage racing rules.

As with every shop you have your regular cars just sitting around getting serviced. KTR is no different. Their average cars were 1953 XK120 Coupe, a real 1967 Cobra 427 SC (street driven), a 2002 GT3 Cup Car that just arrived from Europe, a gorgeous silver Aston Martin DB5, a couple of Alfas and a beautiful 1967 911 that has race for the majority of its life. In the body shop was a rare Maserati Merak SS (lightweight race version) that competed against the Ferrari 308s.

Across the corridor was a beautiful white 1952 XK 120 convertible that was raced by Brian Redman many years ago when he was with Brumos. Gweneth Paltrow's uncle now owns the car.



*A well raced 911S - in great shape*



*Testing on the four-wheel drive dyno*



*Great cars on display in the showroom*



*A Ferrari here, a Cobra there!*

Tucked away in the Performance side was a Ferrari 512 BBLM GT1 that won Daytona, a white Lamborghini Jalpa, a mid 60's Ferrari 330, a vintage CART car and a couple of beautiful Hotrods.

Besides the vintage restoration and servicing they also do a good business in late model performance enhancements on Porsches, Audis and BMWs. They have one of the very rare 4-wheel dynamometers on which they tested region member Ted Shasta's Porsche C4S.

The last place on our tour was the showroom. Eye candy galore. Right up front was a very rare black/black Porsche 964 Turbo with the factory slantnose option. Remember that option came out many years before the 964s and seemed to fade away but it looks really good on the newer bodies. Next to that were a couple of dark blue Ferraris. As you worked your way through the room things got interesting. I first noticed the 5-spoke mags on a black E-Type Roadster that didn't look right. Then I came around the open hood to see a 289 Cobra motor very nicely installed in the engine bay. To further enhance the visual differences were the 4 huge pipes coming out the back of the car. Some fun! Then there was a Chevron racecar that I just wanted to sit in for a few minutes. I had the door open but I could bring myself to get into.

Lastly, back in the back most corner was the prize of prizes. A 1962 Ferrari GTO but if that weren't enough this particular car was John Surtees' original GTO that he won the 1962 World Sportscar Championship with. But wait there's more. This car has never (I mean never) been restored. It is the only unrestored GTO in the world and is still raced with its original motor and transmission. I had to ask Bob Gett what its value was. Upon hearing the number my heart started pounding a bit faster as I took a step back and held my breath. Let's just say it was a BIG number. Can you imagine pushing this car around the racetrack knowing how much it was worth? The owner's wife does it along with several other cars including the 289 LeMans Cobra upstairs. He polishes them and she races them. Who would you rather be? The one who puts the wax on or the one that wears it off?

Anyway, if you weren't able to attend the event and would like to know more about KTR feel free to log onto there website at [www.ktrmotorsports.com](http://www.ktrmotorsports.com) or stop by. Bob and Andy love to have people come by and just hang out. ☐