

EXCLUSIVE: Top 20 Auto Restorers
Special Section
Inside Nominated by SCM Readers

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Cracks \$637k

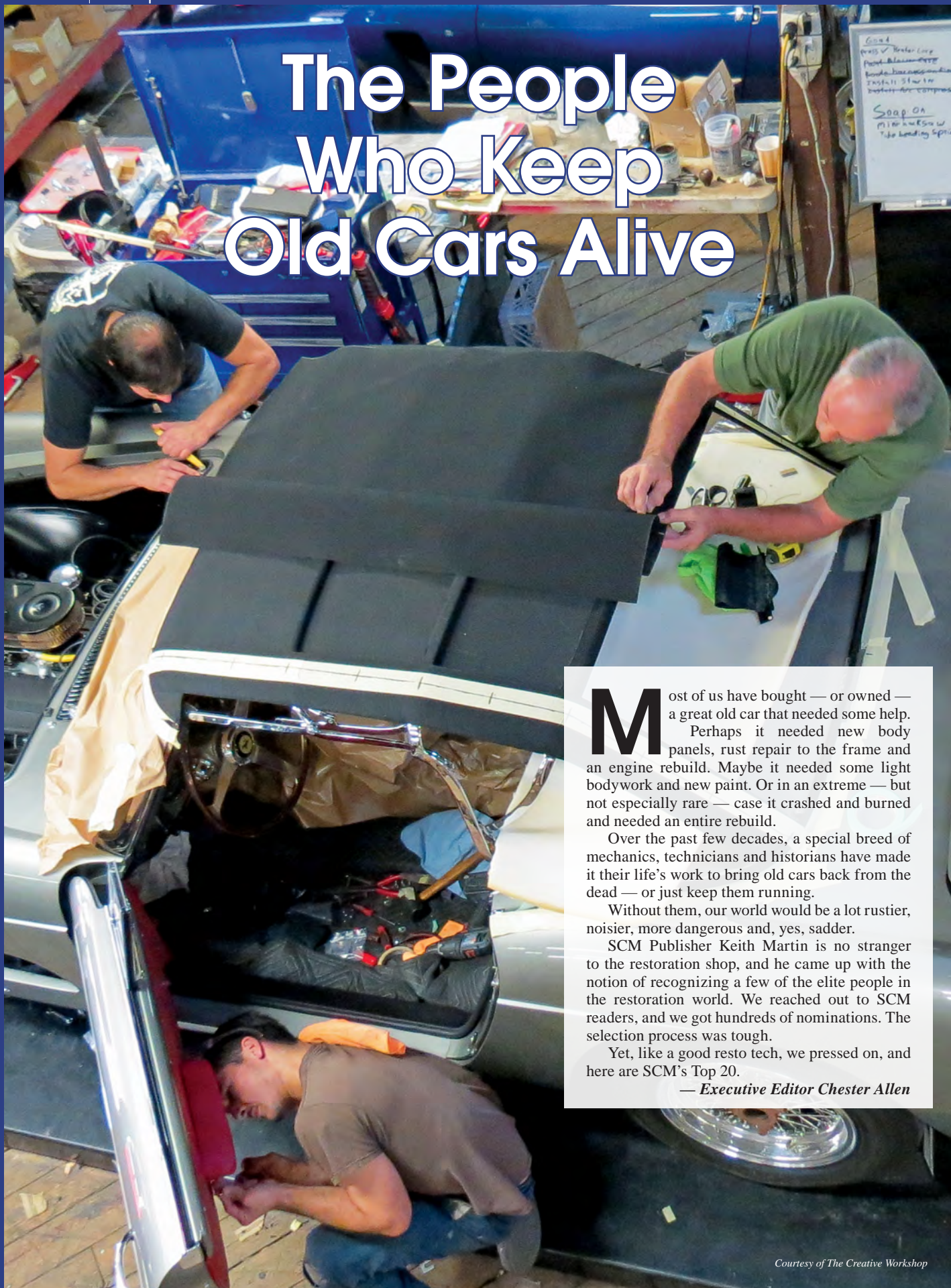
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The People Who Keep Old Cars Alive



Most of us have bought — or owned — a great old car that needed some help. Perhaps it needed new body panels, rust repair to the frame and an engine rebuild. Maybe it needed some light bodywork and new paint. Or in an extreme — but not especially rare — case it crashed and burned and needed an entire rebuild.

Over the past few decades, a special breed of mechanics, technicians and historians have made it their life's work to bring old cars back from the dead — or just keep them running.

Without them, our world would be a lot rustier, noisier, more dangerous and, yes, sadder.

SCM Publisher Keith Martin is no stranger to the restoration shop, and he came up with the notion of recognizing a few of the elite people in the restoration world. We reached out to SCM readers, and we got hundreds of nominations. The selection process was tough.

Yet, like a good resto tech, we pressed on, and here are SCM's Top 20.

— *Executive Editor Chester Allen*

Courtesy of The Creative Workshop

Don McLellan and Ernie Morreau

Company: RM Auto Restoration

Location: Chatham, Ontario, Canada

Specialties: Complete restorations, including body, panel fabrication, paint, mechanical, upholstery, electrical, Dyno testing and woodworking

Years of experience: Over 50 years combined

Contact: 519.352.4575. Website: www.rmautorestation.com

Most recent project: 1937 Cadillac V16 Special Roadster by Hartmann

Most challenging project: The cars we restore can be one-of-a-kind, coachbuilt examples. We have to research their history to make them as correct as possible. Many times, these cars have been restored before — sometimes many times.

Career high point: Six wins of Best of Show at Pebble Beach in 2001, 2004, 2006, 2010, 2013 and 2015. Also getting to show cars all over the world (including England and Italy).



Roger Patten

Company: KTR European Motorsports

Location: Ayer, MA

Specialties: Body panel and parts fabrication and repair. Auto body and restoration management. Assembly.

Years of experience: 31

Contact: 978.772.7800

Most recent projects: 1956 Alfa Romeo 1900 C Super Sprint Tipo 4 and an Alfa Romeo Veloce Spyder

Most challenging project: A 1960 Alfa Romeo Sprint Zagato. Removing the paint and filler revealed major damage to the alloy body panels. Removing the body panels revealed major rot in the main frame rails, rockers, torque boxes, hinge posts and striker post.

The hinge and striker post were removed, straightened, rot-repaired and reinstalled. A section of roof support from the left-side C-pillar to the right-side A-pillar was removed, straightened and reinstalled. The left door inner shell was damaged and rotted to the point that it was easier to fabricate a new shell.

The alloy body panels were damaged beyond repair.

About 80% of the car has been rebodied, the roof skin being the biggest challenge. The right side still had the



correct form and was used for templates to make a guide buck. This ensured the correct shape. With more templates and guide bucks, the rest of the needed panels were made and installed. The car was finished in 2003, and it still looks good. It's also still being raced in vintage motorsports.

Career high point: Working with the different customers over the years. They are passionate about their cars and the car's history. They enjoy the research that they do, and they enjoy hearing about what I find out about the cars. What I enjoy the most is the feedback about how much customers enjoy driving, racing and showing off their cars.

Mike Pierce

Company: Pierce Manifolds Inc.

Location: Gilroy, CA

Specialties: Authentic Weber carburetors, manifolds, conversion kits and other parts.

Years of experience: 41

Contact: www.piercemanifolds.com

Most recent project: Restoration of vintage Weber carburetors, manifolds and linkage for a 1974 Lamborghini Countach LP400.

Most challenging project: Building complete new Weber 38 DCN carburetors from scratch for a Ferrari 250 GTO. We had to make all-new tooling, molds and small parts — as they were made in the early 1960s.



Career high point: During early 2018, we completed the restoration on our 7,000th Weber carburetor while doing a set of Weber 36 DO2s for an Alfa Romeo.

