

RESOURCE DIRECTORY

Ferrari/Maserati/Lambo/Etc.

Ron Tonkin Gran Turismo, America's oldest & most dedicated Ferrari (and Lotus) dealer. New & used exotic cars. Also, huge parts department with fast, fast service. 203 NE 122nd Ave, Portland OR 97203. Sales, 1-800/547-4455, 503-255-7560; Service & Parts, 1-800/944-6483, 503/257-9655.

Garry Roberts & Company, specializing in sales of Ferrari & other exotics. Consignments, brokerage services, references available. Extensive computer database. Whether buying or selling, call me. 922 Sunset Dr. Costa Mesa, CA. 92627. 714-650-2690, fax 714-650-2730

I constantly collect and sell all Ferraris, Maseratis & Lamborghinis. If I don't have what you seek, I can usually find it for you (at low prices). Please, call anytime for straight advice on the market. Finder's fee gladly paid. **Randy Simon**, 310-274-7440, fax 310-274-9809 (CA) or 978-263-0223(MA)

Gentry Lane Lamborghini. Also Canada's largest Ferrari parts inventory. Under new ownership. Call today with your needs. Jason Popovich, 416-535-9900, fax 416-535-8152. Canada (ON)

Brian D. Moore Restorations. Specializing in restoration and reconstruction of exotic and vintage racing motorcars. Appraising service also available. 916-635-3559, fax 635-5824. 2347 Gold River Rd., Gold River, CA.

Hyman Ltd. Classic Cars. Specializing in buying & selling European sports cars. Over 80 in stock. We buy single cars or complete collections, any condition, any location. Quick action. Call today for the straight scoop on the market. **Mark Hyman**, 314-524-0000, fax 314-524-0340. (MO)

Symbolic Motor Car Company. Largest dealer of exotic Ferraris, Jaguars, Alfas and other cars in the world. Always a superb array of important cars on display. Interesting trades always considered. Ask for **Bill Noon**, 619-454-1800, fax 619-454-1890, <http://www.symbolicmotors.com>. 7440 La Jolla Blvd., La Jolla, CA. 92307. By appointment only, please.

GT Motors Sales, service and concours-winning restorations of Ferrari. Always a wide range of quality cars in stock for sale. Friendly, top notch service at reasonable rates. Always in the market to purchase interesting Ferraris in any condition. 818-546-2971, fax 818-546-2812, 741 W Broadway, Glendale, CA 91204

Michael Sheehan. Always looking for cars to buy, from rare one-offs to serial production ordinaries. Ferrari, Lamborghini, Lotus - call me first or call me last, I'll make you the best cash offer. Buyers - let me use my thousand-plus car data base to help you find a car, or verify the history of one you are looking at. 714-646-6086, fax 714-646-6978 (CA)

Ferrari Memorabilia: Ferrari Watches (Mens chronographs and ladies), Vintage sales brochures, yearbooks, owner/parts manuals, pouches, warranty books, pre-war Scuderia Ferrari literature, tool kits, dealer signs, Sebring/European race posters. Need anything for your Ferrari? **Fred Repass**, 3215 Gables Dr., Atlanta GA 30319. 404-261-5645; fax 404-261-0464.

Belgian collector sells more than 1000 Ferrari items: sales literature, yearbooks, posters, books. Also Bimbo racer and Mortarini motor children cars (mint original condition). FAX 011-32-42310034. ♦

Ferrari Consulting Services

34 years of experience providing enthusiasts with expertise concerning the purchase, inspection, evaluation, litigation, location, restoration and appraisal of Ferraris.

LYLE TANNER

TEL: 415-299-9255 FAX: 415-299-9257

E-mail: LTENT@aol.com

Sheehan Speaks

By Michael Sheehan

The Best Ferrari Under \$50,000

First-time Ferrari buyers want advice on the best car under \$50,000. As markets and prices change, so does my advice, but for the last year my selection has consistently been the much-maligned 365 GTC/4. Most people are surprised at my choice and think I would prefer a 308/328, a 330 GTC or a 365 2+2.

If you want a 308/328, so be it. To us old guys, real Ferraris have 12 cylinders, not eight, and the engine is in the front, not the back.

As to the comparison with the 330 GTC or 365 2+2, newer is better. The GTC/4 has a four-cam engine with acres of torque, power steering that works, a shifter that your wife could shift, and functional brakes. A user-friendly Ferrari.

It has air conditioning that actually cools the interior, heaters that provide heat and rear seats that will fit a pair of five-year-olds. You think those things aren't important? Try driving in freezing weather with a heater that doesn't heat or through the desert with AC that doesn't cool. I've done both and it is no fun.

The inevitable comment that "It's not a Daytona" *always* comes up, and the answer is simple. What else is?

Want to go one up on a Daytona? The C/4's four exhaust pipes make shrieking V12 sounds that are even better than those from a Daytona, and the price is less than half that of a Daytona.



More expensive than a Daytona when new.

Want even more? The C/4's body is by Pininfarina, so compared to a Daytona, it is free of blemishes and rust.

Still not convinced? A well-tuned C/4 will do 150+ in fifth, for

those who really want to go to jail. True, 150 is not the 170+ of a Daytona, but when was the last time you went over 150 mph?

When new, the 365 GTC/4 was the gentleman's express, and I know more than a few friends who drove their new C/4s (yes, I'm really that old) across the USA and Canada with wives or girlfriends and their luggage on board, in great comfort. Try that in a Daytona. I have. You and a buddy might put up with the macho discomfort of a Daytona on a long run, but your lady might never speak to you again.

When new, a 365 GTC/4 sold for about \$27,500, more than the \$24,500 price of a USA Daytona. In the insane late '80s, a good 365 GTC/4 sold for about \$300,000. That was then, this is now. Today a good C/4 is less than \$50,000, which is much less than one-half the cost of restoring one. This gentleman's express of the '70s is the under-\$50,000 Ferrari bargain of the late '90s. ♦

