

FCA "READS FOR FALL AND WINTER

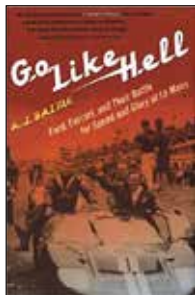
By: Tom Ducibella

Although much has been written about the fascinating and historically important Ford-Ferrari rivalry, I'm guessing that many FCA members have not ventured deeply into the recent books that capture the excitement and intrigue of this era in the 1960s. With excellent books taking different approaches, some focusing on famous personalities (Enzo, Carroll Shelby, & Henry Ford) while others on technical strategies/information/photos, there is a book to suit almost any club member's interests and to provide a greater appreciation of models we now see at concours: e.g., 250s, 275s, 330s, 365s. And you could ask Santa since these present great winter and fall reading.

The history of the Ferrari-Ford rivalry got a big boost when Enzo turned down a deal with Ford Motor Company (ultimately going with Fiat). In what could be a movie entitled *The Ford Empire Strikes Back*, Henry Ford II with racing development ace Carroll Shelby decided to nurture his company's performance image by taking on Ferrari at the track. Definitely a David and Goliath story, as Ford put out close to 500,000 Mustangs (not to mention Falcons, Galaxies, etc.) in the first year of production compared to less than 1000 Ferraris (per yr) in the mid 60s. But, even with Ford's huge war chest, its performance division (recall the "HiPo" 289), AC in England, and Shelby's Cobra works, it took years to beat Ferrari at Le Mans only to loose big-time the next year at the US equivalent – Daytona (1967), in which Ferrari 330 P4s took the 1-2-3 finish this time (see photo/one car is historically known as a 412P).

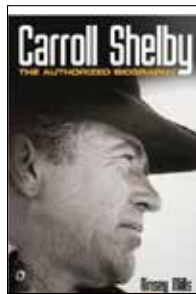
For serious Ferraristi who want in depth coverage, go for *The Cobra Ferrari Wars 1963-1965* (see the note below about the 2nd Ed.). You will find original photos of cars sliding around corners, quotes from team members, historical documents, in depth results on each race, and a chronological approach to how Ferrari and Ford improved their entries and responded to challenges from each other.

For a relatively rapid read, check out **Go Like Hell**, which kept me on the seat of my chair



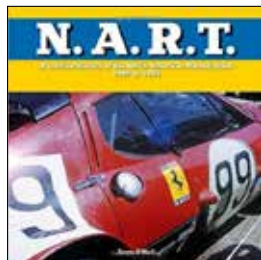
- focusing in the rivalry, personalities, and intrigue, which built to a crescendo. With minimal tables, facts, and figures, this book is a fun read, moving along chronologically quickly.

To get more in depth into the Ford-Ferrari competition and the racing culture, financing, and personalities within the US (including Shelby, Phil Hill, Dan Gurney, and many at



Ford), a much longer read is **Carroll Shelby The Authorized Biography**. The first half is a detailed account of Shelby's rise from farmer to racer (your reading turbo will be barely rotating), but the second half tells the exciting story of Shelby's

Cobras and their (eventual) successful attempt to compete with Enzo's 12 cylinder cars. It is important to note that Shelby was an important race driver in elevating Ferrari's racing success in the U.S. before he contracted "cobritis" from an "enzovirus".



To read about the contribution of New England's own Luigi Chinetti (OK, he was in NY for a while), check out **N.A.R.T. A Concise History of the North American**

Racing Team. N.A.R.T. provided significant support to Ferrari race drivers in the U.S. He also sent teams to Europe and took 1st over-all Le Mans in 1965 (saving Enzo's derriere, when the factory teams could not). And, let's not forget that driving, he won Le Mans three times (twice in Alfa Romeos in the 1930s, and years later in a Ferrari). This book is organized chronologically, filled with photos, and written with amusing stories, very specific information about the races, cars, and drivers (e.g., he recruited Denise McCluggage as a N.A.R.T.

driver). In one 1934 Le Mans scenario, an actress and film crew are present in the Le Mans pit and Chinetti credits the crew's bright lights with facilitating many repairs during the race. He is told "Well there's also an actress in the movie - you'll have to do something with her." Although not its focus, N.A.R.T. includes Ferrari-Ford encounters such as Chinetti providing the 330/412P (above) at Daytona, which finished in the top three places.

This book also has a bonus for us – included are New England's "own" Sam Posey and Gaston Andrey, who had famous racing careers. Posey raced for Chinetti/N.A.R.T., placing very high at Daytona and Le Mans (e.g., 6th over-all in a competition Ferrari Daytona 365GTB4/C - a feat for a modified street car) and has authored numerous articles for Road & Track magazine and has his own book out now (**Where the Writer Meets the Road**), although his career with Chinetti takes off in 1969 after the mid 1960s Ford/Ferrari intense rivalry. Chinetti's dealership became Miller Motorcars, and Gaston Andrey had several Alfa Romeo dealerships in the Metro Boston area and raced both Ferraris and Alfas.

The many incredible stories that make up the Ferrari-Ford rivalry of the 60s should provide every Ferrari owner with entertaining reading, a deep historical appreciation of the company, how the legend developed, and the role of New England's own Luigi Chinetti (no matter what model you own).

The Cobra Ferrari Wars 1963-1965. M. Shoen. 2005/2nd Ed. (1st 1988). Note: the 2nd Ed. has additions/changes based on more interviews and information.

Go Like Hell. (Ford, Ferrari, and Their Battle for Speed and Glory at Le Mans). A.J. Baime. 2009.

N.A.R.T. A Concise History of the North American Racing Team. Terry O'Neil. 2015.

Carroll Shelby. The Authorized Biography. Rinsey Mills. 2012.

