

Meet Ed Mann - Caledon Trim Shop

By Campbell Bryson

Tucked away in the Caledon Hills north of Bolton is a trim and saddle shop catering to a special breed of horse. Ed Mann has been restoring Ferrari interiors for more than 20 years. Many of our member's cars have passed through Ed's shop. He has also had a long association with Ferrari of Ontario. In addition, Ed has carried out restorations to significant Ferraris from the United States and Western Canada.

You recently did a 275/GTB4. It is often said that when this car was delivered new it would not get top marks at a present day Pebble Beach concours. When you restore a Ferrari to what level or standard do you aspire?

The cars built in the sixties and the early seventy's were hand built or "coach built". This would include the 275's, GTB2, GTB4, and GTS. These cars were assigned a build number, and every interior part would have this number stamped or written on the back.

These parts are not interchangeable between cars. I guess this type of construction does not bode well at show competitions like "Pebble Beach". From the time I first started working with Remo in 1980, my mandate has been to restore the interiors, "as good as, if not better than, they came from the factory".

Tell us about restoring the factory 365GTB/4 Daytona Competizione.

I have done two of the original 15 competition Daytona's, serial numbers 14437 (Fillipinetti) and 16407(NART). They were fairly straightforward but very sparse with creature comforts. One of the interesting pieces on the 14437 car was the original console that houses the shifter etc. was covered in original Daytona vinyl, but all road cars were covered in Connolly leather. I was also asked to reproduce the hood leather hold down straps. That was fun; the guy's at Maranello called them "Gucci".

Let's move on to the 1978-1990 period when many of our member's cars were made. Is the 308,

328, TR and Mondial restoration pretty straight forward because they remained basically unchanged over their production run?

I have done very little work on 328's, TR's and Mondial's, a couple of each, however 308's, I've lost count, somewhere between 40 and 50. The 308's are straight forward enough, the bulk of our work done on series one cars, the one's with the three vertical stripes on the seats.

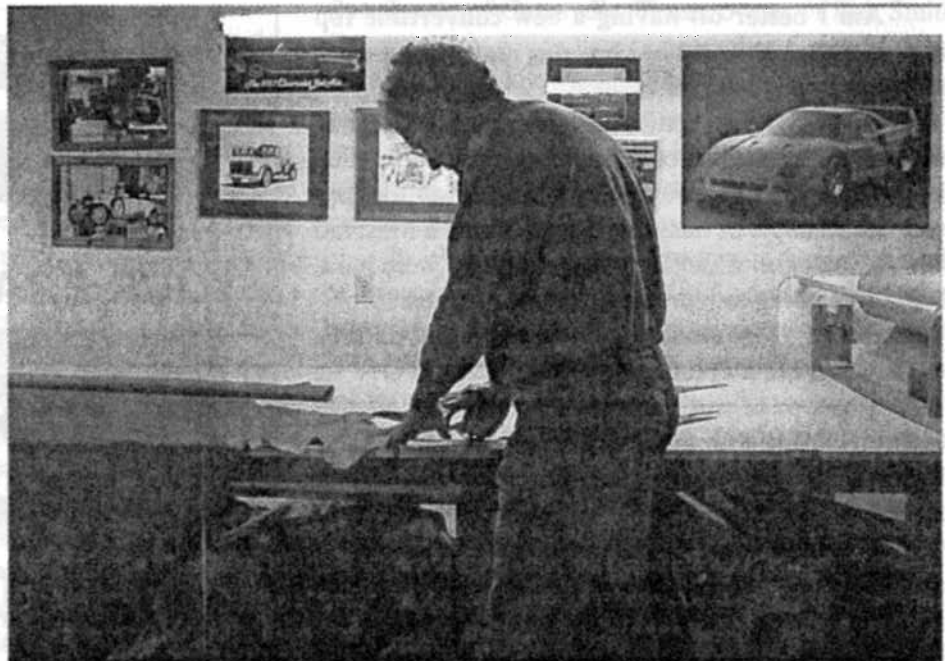
Are you starting to get newer 348-F355 cars in for repair?

I haven't worked on any 348 or F355 cars as yet, but I'm sure they will come as time progresses.

How are restoration supplies and parts availability for Ferraris now?

From our point of view, the availability of upholstery materials is not a major problem as yet. Wilton wool carpeting and Connolly leather is easy to find, but some headliner fabrics and Daytona /Dino dash material can be a little more challenging.

In the late sixties Ferrari switched to vat dyed



leather from top coated leather. What is the difference?

The leathers are basically the same except vat-dyed leather is placed in large drums of colour to dye the leather through to the back of the hide. After this process these vat-dyed hides are top coated the same

way as the earlier hides were.

Does Ferrari still use Connolly?

Yes, they do.

Are there other tanneries making quality leather?

Andrew Muirhead Leather in Glasgow, Scotland produces an equal to Connolly Bros. I have used Muirhead leather on quite a few projects, Ferrari and others. Black leather is the easiest to substitute for, where the Ferrari tan 3218 is almost impossible to substitute.

Is Wilton wool still the carpet of choice?

The original carpets are Wilton, which simply stated means the carpet was produced on a Wilton loom using wool pile.

What are Wilton 1, Wilton 2 and Wilton 3?

Wilton 1 and 2 are basically the same except Wilton 2 has a slightly denser pile giving it a more velvety feel. Wilton 3 is a thinner material with a rubberized back. This material is the least expensive of the three.

Do headliners in coupes and berlinettas present a challenge?

No, they are very straightforward. That said, putting a headliner in a competition Daytona that has a roll bar about half an inch away from where the headliner is suppose to be was extremely challenging.

Am I better off having a new convertible top made for my car or could I buy one ready made from an off the shelf supplier?

I make my own convertible tops mostly because I can guarantee the fit is better. The majority of cars that I work on, you can't buy an aftermarket top for anyway. An example of this, I recently finished a Maserati Ghibli Spider, in which only 125 examples were built. Nobody is going to reproduce a top for this car.

How do you make the buttonhole seat pattern as found in the Daytona, Boxer and 288 GTO?

This type of seat pattern was made using di-electric vinyl strips with three holes in each. I have a dye for making new one's exactly as the originals were made.

You have done OVER A hundred Ferraris of all different types. Are you able to give the customer a pretty close figure as to how much to budget for their car?

Yes, I believe with experience you can accurately estimate the time required to do each phase of the restoration. On a time and materials job the unknown is the labour, so if you have done several examples of the same project you should be able to come pretty close on the bottom line. Some times there are hidden problems but not often.

How do I keep my Ferrari interior in optimum condition?

The greatest factor that affects the interior of a Ferrari is ultra-violet light, sunlight. I have replaced the dashes on quite a few Testarossa's simply from sunlight through the windshield drying and shrinking the leather. Fading of the leather is another by-product of too much sunlight.

The best way to keep your interior in optimum condition is to keep it clean. A very mild soap and water is best for the leather, not harsh detergents or chemicals. After it's clean a quality conditioner like Connolly Bros. hide food will help to keep the leather.

Do you like the customer to visit?

I encourage the customer to visit to see the progress on their vehicle; after all it is their vehicle. It does not have to be on a daily basis however.

Do you do all the work yourself?

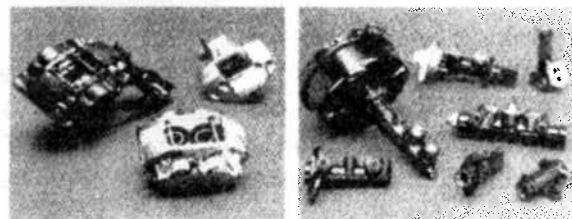
For the most part I do all the work myself. Sometimes, seats are broken and need to be welded. I don't do that.

Have you a favourite Ferrari?

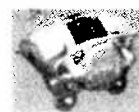
I like the 246 GT and GTS and I'm partial to the Mondial Cabriolet. The 308 is a nice car. Actually I think I like them all, especially the one I'm working on now.



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