

## Dave and Linda Walters

My name is Dave Walters and I have been a car nut since I was a teenager, over 50 years ago. While I was born in Chicago, I have lived in Dallas since 1950, except for a few years at the University of Illinois in Champaign-Urbana. At the moment I don't have any car that would be considered collectible, but have owned an MG-B, two Alfa-Romeos, an XKE Jaguar, a Bristol 403 and three Ferraris.

By training I am a CPA and worked in industry for some 20 years. Then when I had done all the damage I could do in that profession I fell in love with motorcycles. I started and operated four dealerships in the North Texas area, selling my last one, Central Polaris in McKinney last year. I am now retired along with my wife of 42 years, Linda Walters. We have two sons, Dan and Ed, both married and both working at Dallas Honda.

If you see a pattern here it is that I love things that go fast, smell bad, and make a lot of noise. I have always been a fan of motorsports, with Linda and I attending races all over the US and Canada. In the 1960's we were active in the local SCCA races at Green Valley Raceway in Smithfield and both boys started racing moto-cross when they were under 10. Dan the oldest went into cars in 1988 with an SCCA spec racer we built and campaigned for a year.

Of all the cars I have owned the two that stand out are the Bristol 403 and a Ferrari 275GTB. I bought the Bristol from only its second owner, Bob Piner and it was sold new in Dallas by Clarence Talley Imports in 1953. When I got it, it was stripped to the bare aluminum sheet metal and in need of total restoration. Over a period of several years I totally restored it and enjoyed driving it on special occasions. When the garage got too full I sold it to a gentleman in Lexington, Ky.

The 275GTB was the epitome of Ferrari style and performance. Of course mine was red with a tan interior. When I purchased it, it had the standard three, two-barrel Weber carburetor configuration. I had Bob Norwood of Norwood Autocraft build me a new intake manifold that would take six Weber two-barrels and used velocity stacks on each barrel in place of the air box. Needless to say the engine looked and sounded magnificent. However, like all good things the price of Ferrari's continued to rise and finally good financial sense got the better of passion.

While I don't have a collectible car today I still indulge my love for things that go fast and make a lot of noise with my hot rod 2000 Lexus GS 400. And I will continue to do so as long as I can slide behind the wheel.