

Richard Barnes

Company: Paul Russell and Company
Location: Essex, MA

Specialty: Automobile upholstery restoration (coach trimmer).

Years of experience: 40. I grew up in London, England, and was accepted into the Rolls-Royce Apprenticeship training program in 1977, when I was 16. I completed the four-year program and went on to work for Hooper and Co., customizing Rolls-Royces and Bentleys for three years before moving to New Hampshire in 1984 to work for British Auto. Between 1990 and 2006, I worked for different companies. I was also self-employed for a while. In late 2006, I was asked to join the Paul Russell and Company team, and I have been there for the past 11 years.

Most recent project: I'm currently working on a late-1930s Bugatti, a late-1950s BMW and an early-1960s Ferrari.

Most challenging project: One particular car that comes to mind was a 1938 Delahaye. Nothing about the car interior or top resembled its original configuration. A lot of research went into studying what that configuration should be. I constructed new door panels and reconfigured the seats. The car came in with a full-size plastic rear window in the



convertible top, so a new solid oval rear window had to be made for the top and positioned exactly right to allow the top to fold. The car went on to win First in Class at Pebble Beach.

Career high point: Joining the Paul Russell and Company team allowed me to witness every aspect of restoration in detail. After 30 years in the trade, this allowed me to complete my career at the highest possible level. Another high point was last year, when I was asked to teach a few classes in the automobile restoration program at McPherson College in Kansas. It was the first time a tradesperson had been invited to teach classes there.

Ed Barr

Company: McPherson College

Location: McPherson, KS

Specialty: Sheet metal

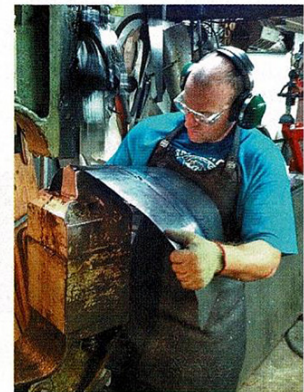
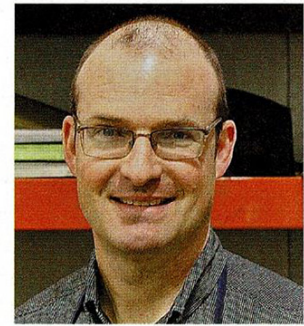
Years of experience: 13

Contact: Barre@mcpherson.edu

Most recent project: I recently helped a group of students build an aluminum MGB "Zagato" front clip with the classic three-bump hood. It looked unbelievable and gave me a chance to immerse these students in the lore and techniques of Italian coachbuilding.

Most challenging project: I am building a full-size Jaguar D-type wood buck that students will use as a guide in metal shaping. I feel like I have picked a fistfight with a gorilla. Unfortunately, making an accurate sculpture of a car is exactly as challenging as one might expect. Hopefully, the gorilla will tire before I do. My students are counting on it.

Career high point: Getting random text messages from current and former students showing me the amazing cars they are restoring at their internships and jobs. My students are working on Mercedes-Benzes, Bugattis, Ferraris, Aston Martins, and an O.S.C.A.



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