



## Chapter 7

# Grave New World & The Ultimate Series: 1973



Ferrari's 365 GTB/4 Daytona is an instantly recognisable icon of the world's most compelling car brand. Launched in 1968 this landmark car introduced a modern, aerodynamic style to Ferrari's road cars and remains, for many enthusiasts, the finest GT car the company has ever built.

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## Chapter 7

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# GRAVE NEW WORLD & THE ULTIMATE SERIES: 1973

**A**mid the happenstances of 1973, it was, perhaps, the losses that echoed most with what had been unfolding in GT and sports car racing. This was the year the world bid farewell to Pablo Picasso and JRR Tolkien, and it saw Jackie Stewart retire from Formula 1, but it also marked the departure of one of racing's great enthusiasts: Georges Filipinetti. A long-term diabetes sufferer, Filipinetti died on 3 May, resulting in the end of racing, the withdrawal of entries, and the closure of Scuderia Filipinetti.

This year was also the last in which Ferrari competed in the World Championship for Makes – although the company didn't know it at the time. As the media disseminated stories as divergent as yet another oil crisis, Watergate's shockwaves, Pink Floyd's epic *The Dark Side of the Moon* LP, and Britain's painful 'three-day week', Ferrari withdrew from the sport it had helped to establish and popularise. By 1973, criticisms and critics of sports car racing were beginning to multiply and grow louder due to the sport's perceived lack of relative excitement.

Whilst the Modenese marque and the 312 P(B) retired from the sport – at Fiat's behest after locking horns with Matra and losing – this was by no means the end of Ferrari's participation in motorsport.

■ Four NART Daytonas opened the 1973 season at Daytona. Here, the Grossman/Chinetti Jr/Shaw Jr car leads its Minter/Migault sister, which would go on to finish second overall and first in class.

*The Revs Institute*

The Ferrari 365 GTB/4 Daytona was scheduled to end production this year, but before that happened, one last series of 365 GTB/4 Competizione was built. This was because Gaetano Florini had taken several more orders, and the company was never one to look a gift horse in the mouth.

This final series of 365 GTB/4Cs featured modified, more powerful V12 engines, and, due to new FIA regulations, sealed and fire-proof fuel tanks. Amongst Ferrari's regular customers, Chinetti, Swaters, and Pozzi had their names in the order books for the latest iteration of what would be the Italian marque's last road-legal, factory-built racer.

During racing's off-season, Charles Pozzi's Daniel Marin oversaw a series of development and test sessions at Michelin's test track near Clermont-Ferrand to address the 365 GTB/4C's key problems. Participating in these sessions was 'Brilliant Bob' Wollek, a racing driver from Strasbourg, France. He was recommended by his friend Claude Ballot-Léna to evaluate the Ferrari's brakes, tyres, and aerodynamics, owing to his celebrated eye for detail.

Meanwhile, in Zuffenhausen, a new model with a familiar profile had been engineered – ultimately proving that time doesn't wait for any manufacturer. Based on the 2.4-litre Porsche 911 S and developed via the new 911 Carrera RS 2.7, this was the 2.8-litre, 306bhp 911 Carrera RSR. It featured six-inch wider rear wings, wider alloy wheels (seven inches at the rear and six inches at the front), and a 'duck-tail' rear and front spoiler. Although not homologated for Group 4 in 2.8-litre form until March 1973,

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■ Chassis 16343 – the first of the third and final series – using its 450bhp to stay ahead of Minter/Migault in chassis 14141 at Daytona.

*The Revs Institute*

■ NART's unofficial Group 4-converted chassis 14141, driven by Minter and Migault, dives into the pits during the Daytona 24 Hours.

*The Revs Institute*

it was clear that this lighter, more powerful, and initially 'experimental' model would pose serious competition for the 365 GTB/4s and Competizioni following its debut on the 1972 Tour de Corse. Although neither RSR finished the Corsican event, their performance potential was clear to all who witnessed it.

The 1973 World Championship for Makes kicked off at the Daytona International Speedway, and this year, the race returned to its more familiar format: the Daytona 24 Hours. Although the entries for this 12th annual sports car race were regarded as rather 'poor' by *Autosport* and, more cuttingly, as 'little more than an American club race' by *Motor Sport*. This was mainly because only four of the latest 3.0-litre prototypes took part. Low start money was one possible cause for such numbers, whilst

another may have been Daytona's decision to revert to the more punishing 24-hour format – despite the popularity of the previous year's six-hour race.

Ferrari and Alfa Romeo gave the race a miss, leaving it to a pair of Gulf-Mirages, a solitary Matra-Simca, one Lola T282, and a brace of older Porsche 908s. 'Also entered in the Group 5 class, and of special interest, was a pair of the new Porsche Carreras not yet homologated for the GT category. With four Ferrari Daytonas, that just about covered the list of likely winners of this race. Other strong runners that would undoubtedly be well up when the flag fell were one of the several Corvettes entered or a whole bunch of Porsche 911s, including the European championship Kremer car being shared by John Fitzpatrick,' reported Hutchinson. He continued, 'In all, around 60 cars were entered, of which 50 would be lucky to get a ride after practice despite the generous 140 per cent qualifying time allowed.' Amongst those entries were three Ferrari 365 GTB/4 Competizioni, plus one unofficial Traco-converted 365 GTB/4, all entered by NART.

The weather for practice was terrible. The sessions included three hours of daylight and two hours of night driving on both Thursday and Friday, with the six hours of daylight being the timed sessions. Out of the total time allocated for practice, only 90 minutes weren't filled with rain, and because of the effect this had on cars qualifying, another two-hour period was added to the morning of the race.



At the end of all the splashing around, pole was taken by the Gulf Racing Mirage M6 Ford of Derek Bell and Howden Ganley with a time of 1m 45.51s. They were ahead of the works Matra-Simca MS670 of François Cevert, Jean-Pierre Beltoise, and Henri Pescarolo (1m 47.54s), and the second Gulf Racing Mirage of Mike Hailwood and John Watson (1m 48.96s).

The fastest car in the 2.0-litre-plus GT class was the sixth-placed Troy Promotions Inc Corvette of Tony DeLorenzo and Maurice Carter, qualifying with a time of 1m 58.89s – the first of four Corvettes that qualified ahead of the 365 GTB/4s. Chevrolets interestingly sandwiched the new Brumos Porsche Carrera RSR of Peter Gregg and Hurley Haywood (2m 2.15s), which was running at the front of the 3.0-litre Sport class.

The fastest of the Ferraris was the 16th-placed number 23 example (chassis 16343) driven by Ballot-Léna and Andruet, posting a time of 2m 5.38s and making good use of the new Competizione's 450bhp – whilst it still had it. That car was just one place ahead of the number 21 example (chassis 14889), with Chinetti Jr, Grossman, and Wilbur Shaw Jr posting a 2m 5.40s time. Jean-Pierre Jarier and Arturo Merzario were further back in 22nd in the number 20 car (chassis 15685), with a lap in 2m 7.74s, whilst Migault and Minter crossed the line in 2m 7.92s in the number 22 example (chassis 14141).

'The only excitement of the rather boring practice sessions was when Minter spun, his Daytona kissed the banking wall and lost its bonnet in the process. The car suffered only minor damage, however, and was soon repaired for the race. Meanwhile, the day before, Ferrari men had replaced two blown engines (one a valve problem, the other a piston) in just four hours,' wrote Hutchinson. Alas, the only spare engine available for the number 23 car (chassis 16343) was a less powerful 1972 unit.

The 365 GTB/4s all managed times faster than all the qualified Porsche 911 Ss; however, the German marque had moved the game on...

Perhaps hoping this race would be a bona fide classic, a record number of spectators attended. The weather was brighter and drier for race day, although it was windy and cooler for the pace lap at the 3:00pm start.

In the wake of three hours of racing, punctures and tyre changes had delayed the quick Corvette of DeLorenzo/Carter, which had been running as high as sixth place when – after 101 laps – it ended up retiring. Separated by just a few minutes, this allowed the Merzario/Jarier Competizione to move into sixth place. One of the Corvettes (Heinz/McLure) was sandwiched



by the second- and third-placed Ferraris in Group 4.

In the fifth hour – and as the battle for the lead between Hailwood's Gulf-Mirage and Pescarolo's Matra continued to boil – Merzario passed Andruet for fifth place, as the replacement engine in Andruet's car was suffering from a fuelling problem. After 189 laps, the Matra took the lead from the Gulf-Mirage when Hailwood came into the pits for a clutch rebuild. Prior to this scheduled stop, Hailwood had been pulling out 10 seconds per lap on Pescarolo.

Adding surprise to excitement, in second and third place were the two duelling 911 Carrera RSRs of Gregg and Donohue, trailing Cevert in the Matra by 12 laps.

'Merzario and Jarier were still going strong in their Daytona, holding a two-lap lead over the Heinz/McLure Corvette,' reported *Autosport*. 'In sixth and seventh place a further two laps down, the Ballot-Léna/Andruet and Minter/Migault Ferraris were closely matched with the Fitzpatrick/Kremer Porsche, which was waiting

■ Chassis 14489 was another Competizione making its racing debut at Daytona. Delivered with glass windows, it was the fifth and final first-series 365 GTB/4C built.

*The Revs Institute*

■ NART's Minter/Migault Group 4 Ferrari 365 GTB/4 passes the Don Winter Chevrolet Camaro II Z28 in the 24-hour Florida race.

*The Revs Institute*



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■ The Toad Hall Motor Racing Porsche 911 S of Keyser/Adamowicz/Beasley looks up the inside of the NART 365 GTB/4 Competizione of Ballot-Léna/Andruet.

*The Revs Institute*

■ Night-time driver change for NART's chassis 15685 – the fifth and final car of the second series. Jean-Pierre Jarier makes way for Arturo Merzario to take over.

*The Revs Institute*

to pounce and leading the “normal” 911 S section of the entry.’

Around this time, Bell had driven his Gulf-Mirage back into the pits with its recurrent clutch problem, soon opting for an early bath.

A mere 10 minutes into Sunday and one of the Matra MS73's 12 pistons made a successful escape at 9,500rpm. As a result, Cevert came to a grinding halt with a conrod playing peekaboo out of the cylinder block.

Meanwhile, Donohue and Gregg were holding the first two places in their rock-solid, dependable 911 Carrera RSRs.

Luigi Chinetti Jr recounted some fun and games he had during the race's hours of darkness: ‘I had a ding-dong battle in the middle of the night with Greenwood and the Corvette for lap after lap. I got pretty bold, I must admit, and it ended when I spun behind him. That was just a ball! That was a good, damn Corvette. If the Daytona had gotten the treatment like the Greenwood 'Vettes got, the Daytona would've been a terrific car. Greenwood's car – you looked at it, and my God, it was a real race car. I don't know if we'd have gotten the horsepower that they had though.’

As for Merzario, he was held up by brake problems in chassis 15685, allowing Minter in the Traco 365 GTB/4 to briefly lead its NART sister.

At half-distance, the same two RSRs were in the lead, with Donohue leading from Gregg



by two laps – but the Gregg/Haywood car was closing in. Eighteen laps behind the Porsches, Merzario was in third. In fourth was the Minter/Migault 365 GTB/4, which had dropped a couple of laps whilst under pressure from the Heinz/McLure Corvette.

The slowest of the Ferraris was chassis 14889, but ‘it was then third after the Andruet/Balot-Léna car stopped out on the track after crashing onto the first banking, the car taking a severe bend in the passenger side of the chassis,’ noted Hutchinson. In fact, the crash left significant damage to the sill, passenger door, base of the A-pillar, windscreen, and front wing.

In the Gulf-Mirage, Watson was gradually getting back into the race. At 5:00am, Donohue suddenly had to pit his Porsche to change tyres and take on fuel, whilst Follmer took over the driving. One lap later though, he was back in the pits, and the flat-six died under a large veil of smoke. Having led the race for five hours, the Penske Racing 911 Carrera RSR was out due to a holed piston.

The race for second place started to get spicy when the Heinz/McLure Corvette made its way past the Merzario/Jarier Competizione. Soon, the Minter/Migault car also found its way past its NART sister.

Hailwood took over from Watson, and the Gulf-Mirage was in 11th place after a five-minute stop. There was a still a chance, albeit

a long one – but then the right-rear suspension collapsed, and the front bodywork section was blown off on the exit of the far west banking. Hailwood spun out of the race at nearly 180mph (290km/h).

As dawn approached, it was obvious that Merzario was in trouble, for he was caught by the Fitzpatrick and Stone Porsches. Given the problems in practice, was it another engine issue? No, it was a broken clutch, and Merzario was out.

There were still eight hours to go, and fewer than half of the entered cars were left running in the race. The Gregg/Haywood RSR extended its 22-lap lead when the second-placed car suddenly pitted. By 9:00am, the number of racing survivors had dwindled to 17 cars.

The Gregg/Haywood RSR had a large crack in its windscreen, and it came in at 10:45am to get it changed – taking just eight minutes and 10 seconds to do so. Alas, that was really the last of the action, for the race continued without much further drama.

When the chequered flag was waved at 3:00pm, the RSR won by 22 laps ahead of the class-winning Minter/Migault Ferrari in second. The third-placed Heinz/McLure Corvette trailed the 365 GTB/4 by four laps. The Stone/Jennings Porsche 911 S was in fourth, six laps down but four ahead of the fifth-placed (fourth in class) Competizione of Grossman/Chinetti Jr.

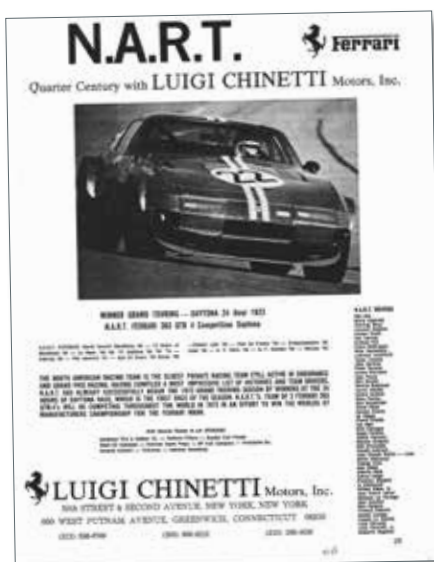
*Autosport* remarked, ‘The Carrera’s win was a model of well-run long-distance racing, which

■ Number 20’s race would end at the break of dawn. After fighting a losing battle with a failing clutch, Merzario rolled into retirement after 394 laps.

*The Revs Institute*



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■ A NART advertisement, with chassis 14141 and its Daytona accomplishments at the centre.

Terry O'Neil NART Collection

the record Daytona crowd seemed to appreciate.' Things could certainly have ended better for NART and its Ferrari quartet, but starting the new racing season with a class win was not to be sniffed at. Meanwhile, *Motor Sport* opined, 'The championship starts in earnest at Vallelunga on March 25th.'

Cyril Grandet, the new owner of the former Pozzi car, chassis 14407, had his Competizione prepared by Jean-Claude Guérie, who ran a small garage on the outskirts of Paris. Grandet entered the Ferrari into two events in March but was listed as a DNA at the first, the Coupes de l'ACIF at Montlhéry, which was held on 18 March. It's unknown if he and chassis 14407 were a 'no show' or if it did run due to incomplete records. However, he and the 365 GTB/4C certainly did turn up to the Le Mans Test Day on 31 March.

The following week, on the other side of the Atlantic, at Sebring, a converted competition-spec 365 GTB/4, chassis 14115, apparently lined up to compete in the Sebring 12 Hours on 24 March – either as a NART or Harry Cluxton's Grand Touring Cars Inc entry. No longer a round of the World Championship for Makes,

as Sebring clashed with Rome's round of the WCM, the Sei Ore di Vallelunga, on the 25 March, the US race counted as the first round of the new International Motor Sport Association (IMSA)/Camel GT series.

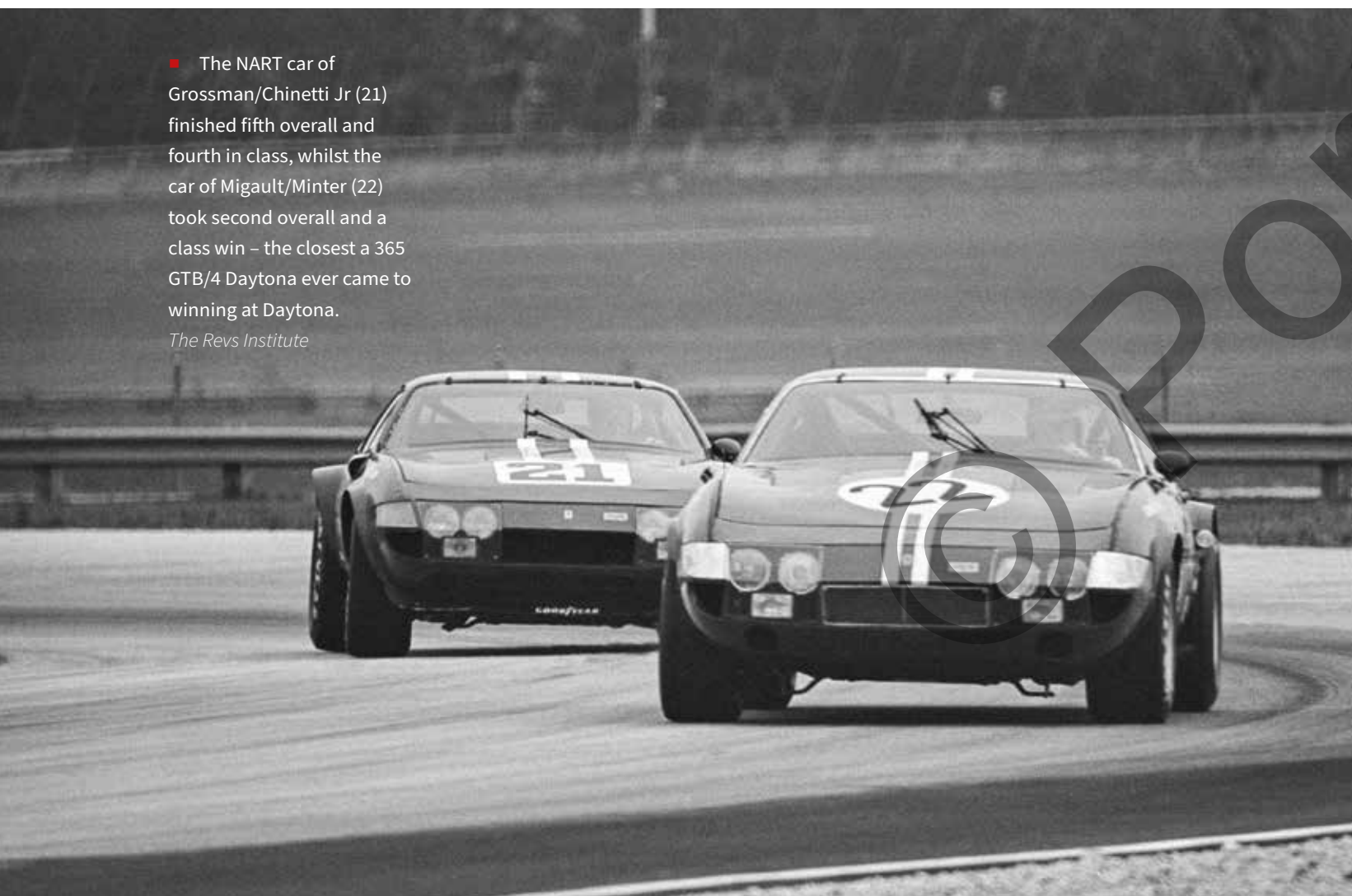
One story said that chassis 14115 was driven by Cluxton and Sam Posey in practice, but the Ferrari didn't start the race due to it experiencing an overheating problem. Another tale said that the 365 GTB/4 didn't race as planned, due to it being the centre of a court case between Gregory Richter (who had ordered the Ferrari as a road car) and retailer Gordon Tatum (who prepared chassis 14115 for racing).

On 25 March, the second round of the World Championship for Makes near Rome – the Sei Ore di Vallelunga – was due to see Massimo de Antoni campaign a Daytona in the GT class, wearing race number 33. Although entered, the car failed to arrive for the meeting.

The next race on the calendar was Le Mans' customary *amuse-bouche* – the test weekend – held over the 31 March to 1 April weekend in spring and which included the Le Mans 4 Hours. However, prior to Le Mans, Willie Green remembered a close call during a test session with the JCB 365 GTB/4 Competizione in Italy: 'The test was actually at Monza, where I nearly wrote

■ The NART car of Grossman/Chinetti Jr (21) finished fifth overall and fourth in class, whilst the car of Migault/Minter (22) took second overall and a class win – the closest a 365 GTB/4 Daytona ever came to winning at Daytona.

The Revs Institute



it off. We came around – it was a private testing day, but somebody had been out in an old Escort Twin Cam or something and they'd lost the whole exhaust system, which had fallen off. There was a flat left-hander before you came around to the double right to go back to the pits. I came around there on the limit, and I couldn't miss it... It burst both tyres and how the hell I didn't go off, I don't know. It was on the limit, on the right-hand side on a left-hander, and basically, I couldn't put the right-hand wheels on the grass, because I would've had a huge accident. So, I had to hit it with the two left-hand wheels... Fortunately, I didn't go off and hit the wall. So, that was my start with the Daytona!

At the Le Mans Test Weekend, there was a healthy number of 365 GTB/4s entered – six – and most turned their wheels in anger on the shorter Bugatti Circuit. This year, the event drew a surprising number of spectators, which was in direct contrast to the comparatively low number of entrants who decided to attend the weekend. As to why the works Ferrari team didn't attend, the given reason was workers being on strike, but some suspected the team was still licking its wounds following its defeat by Matra-Simca at Vallelunga the previous week.

Making his debut entry with chassis 14407 was Cyril Grandet, who entered the car under

the Shark Racing Team moniker and raced under number 46 with Jean-Claude Guérie. Moving from one of Pozzi's old Competiziones to its latest, chassis 16363 was delivered to Paris on 21 March, where it was swiftly painted in the Thomson livery. Over the test weekend, it was driven by Jean-Claude Andruet and Bob Wollek, entered under Automobiles Charles Pozzi and wearing race number 32. Neil Corner and Willie Green drove the number 31 JCB-entered Competizione, chassis 15681, after negotiations with Graham Hill had come to nought. Finally, there was the NART twosome: the number 33 car, chassis 14889, driven by François Migault, Lucien Guitteny, and Jean-Pierre Bodin, which was sponsored by the ACO Trophy organisation, with its line-up of young French drivers there to be tested; and the number 30 car driven by François Migault and Jean-Pierre Jarier.

In terms of test results, the Porsche 911 Carrera RSRs were even quicker due to improvements, which included newer, more powerful, yet economical engines that were intended to be homologated for Group 4 racing in 1974. As Jenkinson noted in *Motor Sport*, 'The two GT Porsches, with their new 3.0-litre engines, were being impressively fast and making the GT Ferrari Daytonas look awfully slow.'

■ François Migault aboard chassis 14889 at the Le Mans Test Weekend. He finished 12th, one place behind Andruet in Pozzi's class-winning chassis 16363. *Laurent Gauvin Archives*



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■ JCB's chassis 15681, driven by Green and Corner, finished sixth overall and third in class at the Le Mans 4 Hours. Its yellow body and red wheels echoed the livery of JCB's loader model.

*Michel Bollée*

It's something with which Willie Green concurred, 'Once they [the RSs and RSRs] started appearing, the Daytona was history. I would again suggest that the [later] 935 was probably 7 or 8cwt lighter. Weight is the killer. You've got to stop the bloody thing, and you've also got to keep it on the road – the heavier it is, the more difficult that is. I don't think I would have particularly liked to drive the 935 in the rain. Although it would've had good traction, I would have been more worried about grip at the front. But the driving position was such that you had such good visibility you could place it very easily.'

The fastest in the 3.0-litre Prototypes class was the number 53 Beltoise/Larrousse Matra-Simca MS670B, which set a lap of 3m 36.30s (141.1mph or 227.1km/h). The fastest Group 4 GT was one of the aforementioned Porsches – Herbert Müller's works Martini Racing Team RSR, which was the fourth fastest overall with a time of 4m 9.60s (122.2mph or 196.7km/h).

The fastest of the Competizione was Pozzi's new number 32 car in 11th place, with a time of 4m 20.00s (117.4mph or 188.9km/h), followed by NART's number 33 in 12th, with a time of 4m 21.10s (116.9mph or 188.1km/h). The rest of the 365 GTB/4Cs were further back: JCB's number 31 car was in 15th, with a time of 4m

22.70s (116.1mph or 186.9km/h); Guérie's Shark Racing Team number 46 car was 26th, with a time of 4m 44.40s (speed data missing); and the NART number 30 car, which was rather fittingly in 30th, with a time of 5m 7.90s (98.5mph or 158.5km/h). These times were bettered not only by some Porsche 911 Ss but also some of the Ford Capri RSs.

Interestingly, Jenkinson noted, 'Four Daytona Ferraris arrived under the surveillance of the Ferrari customer staff [Gaetano Florini was present],' underlining to what extent NART's Migault/Jarier number 30 car actually participated. Although it didn't race in the Le Mans 4 Hours, the car posted a time. Certainly, the one Daytona that was entered but didn't arrive was the number 60 car belonging to Jean Mésange – the exact identity of which is not known.

Andruet's time of 4m 20.00s had come at some expense, as it deftly put a rod through its block. Daniel Marin's initial reaction was to not participate in the race because the team didn't have a spare engine. However, he was soon persuaded otherwise by one of the Thomson staff, who wanted to see their car compete. The day was saved when Marin spotted a Daytona parked in the paddock, a car which happened to belong to one of Luigi Chinetti's friends and



turned out to be chassis 13855 – the ex-NART Sport Auto Modena-converted 365 GTB/4 (by then altered and running an OE road-spec engine). Working hectically throughout the night in a local Shell garage, the transplant was completed, and the engine was set up in the early hours. Astoundingly, the Ferrari was ready to race.

Willie Green remembered, ‘Basically, we [the JCB team] were totally inexperienced – including me, I hasten to add, as much as anybody... I had not been around Le Mans before – ever – and somehow or other, when Neil was out in it, the clutch broke, and I conned the Ferrari team to change it for us. They did it in 50 minutes. Believe me, that is difficult in a Daytona. I don’t know how I did it, because none of our lot spoke French at all, but I’m lucky – I used to live there. I got them to allow us to start from the pitlane, after the start had gone. I have no idea of where we finished or anything, but we finished, so we qualified and they let us into the Le Mans 24 Hours.’

De Tomaso Panteras, Capri RSs, Corvettes, and 911 Ss all lined up against the Ferraris. Only 25 cars competed in the four-hour race, and not all of them started on the grid.

‘We started from the pitlane after the grid had left,’ recalled Green. ‘I can’t remember who started... It just doesn’t make any difference

to me at all. In fact, I’d far rather leave after everybody else, with its swings and roundabouts. It’s a four-hour race – it’s not going to make any bloody difference!’

There was great rivalry between the drivers of the number 32 Pozzi Competizione, Andruet and Wollek. Andruet took the first of the two stints in chassis 16363, and he didn’t show the substitute road engine any mercy, with lap times tumbling down from 4m 19.2s to 4m 17.3s. His stint lasted one hour and 20 minutes, and when he pitted, the Ferrari’s brakes were nearly as hot as the sun. Then it was Wollek’s turn, who took to the track with just as much commitment as Andruet. His times started at 4m 18s and went down to 4m 16.4s during the last of his laps before it was his turn to pit. Spectators and Pozzi’s sponsors were loving what they were seeing and hearing from the V12 Ferrari. The owner of the car’s engine could hardly believe how well his V12 was performing. The drivers changed and so were the car’s brake pads. As the Ferrari guzzled its fuel, the lap times continued to shrink from 4m 17s all the way down to 4m 16.5s. When the chequered flag came out, it was Wollek – the Alsatian driver – who was the faster by just 0.1 seconds.

The French Competizione finished in third place, behind Müller’s winning works Martini

■ New owner Cyril Grandet entered the ex-Pozzi 365 GTB/4 Competizione, chassis 14407, in the Test Weekend under the Shark Racing Team banner, with Jean-Claude Guérie at the wheel.

*Michel Bollée*

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911 Carrera RSR (completing 57 laps and 480.1 miles or 772.7 kilometres) and the second-placed Raymond Touroul Porsche 910 (completing 56 laps and 468.6 miles or 754.1 kilometres) and the winner of the 5.0-litre GT class. Yet it was a very close-run race with the fourth-placed works RSR of Schurti/Koing.

The other Ferraris? NART's number 33 car, with Migault/Guitteny behind the wheel, finished in fifth after completing 55 laps and 461.5 miles (742.7 kilometres). The yellow JCB Competizione, driven by Green/Corner, finished in sixth, completing 55 laps and 450.6 miles (725.2 kilometres). Given that the JCB car had eaten its clutch during the Sunday morning test session before the afternoon's race – and its replacement meant they had to start from the pitlane – the fact that chassis 15681 finished at all was some achievement.

Lastly, the 'tail-end Charlie' of the Competizioni was the Shark Racing Team number 46 of Guéris/Grandet in ninth place after 51 laps and 430.7 miles (677.1 kilometres).

The end result for the Competizione quartet was bittersweet. Their overall places had been encouraging, and they had dominated the 5.0-litre GT class by finishing first, second, third, and fourth. Admittedly, this was one place short of the Test Weekend's final list of lap times (first, second, third, fourth, and fifth fastest), but this provided reassuring echoes of the Ferrari's great result at the previous year's 24-hour race.

Yet, any optimism was held in check by Jenkinson's report in *Motor Sport*, which stated: 'The GT coupé Porsches were not quite out-speeding the Daytonas, but they were certainly out-braking them and out-cornering... The Porsche Carrera RSR was over 10 seconds faster on the lap than the best Daytona Ferrari, and Birrell was half a second quicker than the best Italian car, with the blue and white racing Ford Capri. This was, indeed, a sign of the times and an indication that Porsche and Ford are out to force the future long-distance race rules into "super-hot" production GT cars rather than the present "detuned Formula 1" cars. If Ferrari is going to stay in the GT race, he is going to have to produce his 4.4-litre, flat-12-cylinder, mid-engined BB car, for the front-engined Daytona is now obsolete by comparison with the Porsche Carrera and the Ford Capri.'

On a lighter note, what became of the road engine fitted to chassis 16363? The gentleman who then owned the donor Ferrari – the former NART racer chassis 13855 – one Gaetano Tortora, had been promised by Daniel Marin that his engine would be rebuilt before it was returned to him. Ultimately, though, it wasn't.

Instead, Signore Tortora was so impressed with how his engine had performed in the race, he categorically refused his V12 being rebuilt. The reason being that he hadn't seen or experienced it running so beautifully and was convinced that some special competition parts had been fitted.

Cyril Grandet had entered chassis 14407 into the DARM Nürburgring 300km, but as this event clashed with the Le Mans Test Weekend, he already had his hands full. Similarly, another should've-but-didn't-happen event for the 365 GTB/4 was the fourth round of the World Championship for Makes – the Monza 1,000km on 25 April – where Mario Radicella entered a Daytona Competizione but didn't qualify.

The World Championship for Makes headed for the Belgian Ardennes, south of Liège, and the adrenaline-fueled beauty of Europe's fastest road circuit, the Circuite National de Francorchamps. There, at the championship's fifth round, Ecurie Francorchamps baptised its latest Competizione on 6 May in the Spa 1,000km. A circuit where it was possible for the cars at the front to lap at 160mph (258km/h), prompting Denis Jenkinson of *Motor Sport* to quote, when watching the cars hurtle through Stavelot Bend: 'They are racing drivers at work, as distinct from drivers who drive racing cars for work.' Therein lay another dig – albeit more subtle this time – at the successful blacklisting of the race by the Grand Prix Drivers' Association.

The Ferrari 365 GTB/4C, chassis 16425, one of two right-hand-drive examples built, had been completed on 2 April and was driven by Teddy Pilette and Richard Bond, wearing race number 42, finished in Francorchamps' striking yellow livery and prominent Fisons sponsorship.

The low-drag, red-and-yellow-bodied Ickx/Redman number 1 Ferrari 312 P(B) topped the timing sheets with a time of 3m 12.70s to claim pole, ahead of the number 4 Pescarolo/Larrousse/Amon works Matra-Simca MS670B's time of 3m 13.80s, and the red-and-green number 2 Pace/Merzario 312 P(B)'s time of 3m 15.40s in third. Unfortunately, the brand-new Ecurie Francorchamps Competizione, chassis 16425, didn't fare so well. Despite the weather being decent, it qualified 26th out of 31 starters with a time of 4m 7.40s. The 450bhp Ferrari was outpaced by the Zuffenhausen menace – the 911 Carrera RSR (including a works car with a full-width rear spoiler that had to compete in Group 5's Sport Prototype class) – and Ford's Capri RS, plus, although not competing in the same class, Alpina's latest, very fast iteration of the 3.2-litre BMW CSL.

The Competizione's performance made for an uncomfortable comparison with the fastest



Group 4 GT grid position, the Auto Kremer RSR driven by Fitzpatrick/Keller to 15th overall with a time of 3m 54.40s. It was hardly surprising when Jenkinson described the race as featuring a 'large entry of private teams' and he pointedly noted 'a lone and lonely Ferrari Daytona'. A particularly galling – if accurate – observation, given that Spa's fast-flowing nature suited Ferrari's front-engined V12 racer.

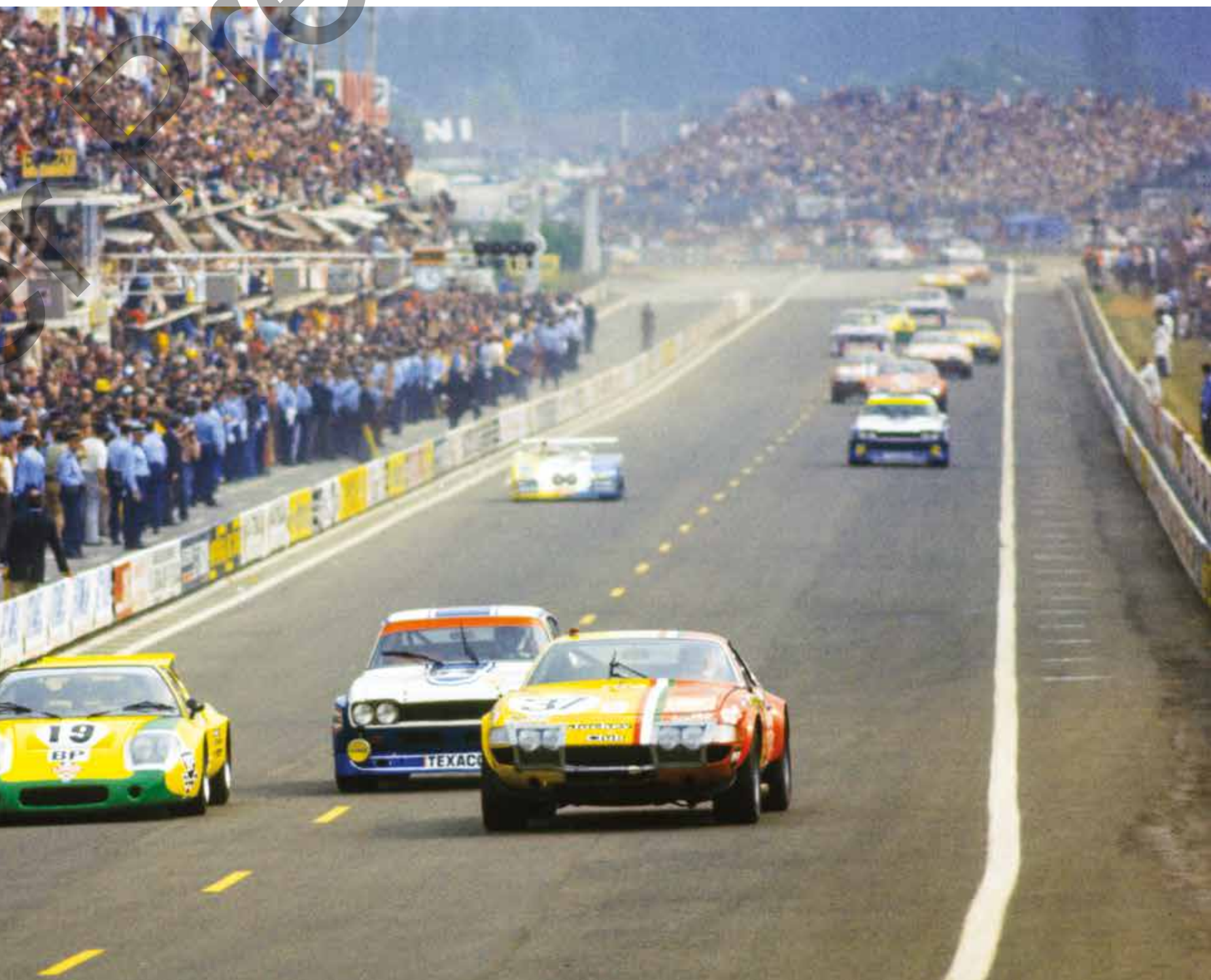
■ Ligier-Maserati vs Ford vs NART Ferrari. At the Le Mans 24 Hours, the works Capris of Ford Germany, along with many Porsche 911s, were a sign of silhouette racing to come.

Getty Images

Ultimately, the 1973 Spa 1,000km was a disappointment for Ferrari. The race was won by a Gulf Research Mirage M6 Ford one-two victory, led by Derek Bell and Mike Hailwood (71 laps in 4m 5:43.50s at 151.9mph or 244.5km/h), which Jeff Hutchinson called 'textbook' in *Autosport*. The Ferrari wearing race number 1 retired with gearbox problems, whilst the number 2 Pace/

Merzario example was kept off the podium by the third-placed Matra of Pescarolo/Larrousse/Amon. Meanwhile, there was a degree of inevitability about the winner of the Group 4 GT class: the works RSR of George Follmer/Reinhold Jöst that finished 10th overall (60 laps in 4h 6m 46.20s at 127.8mph or 205.7km/h).

What about the sole Competizione of Pilette and Bond? The number 42 Ferrari finished 12th overall and third in class, completing 57 laps and coming home behind Claude Haldi and Bernard Chenevière, who were driving yet another Porsche 911 Carrera RSR. Although, their exploits and results earned precious little, if any, ink in contemporary motorsport periodicals. The Ferrari 365 GTB/4's results in the 1972 Le Mans 24 Hours were starting to feel like a long time ago.



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■ A NART trio at the Le Mans 24 Hours: leading is Posey/Minter (chassis 16407), followed by de Palma/García-Veiga (chassis 16367) and Migault/Chinetti Jr (chassis 14141).

Getty Images

The following week – on 13 May – at Italy’s 2.46-mile Autodromo Di Casale in Casale Monferrato, amateur Swiss driver Nicolas Bühler entered the 1973 Schweizer Meisterschaft Schlaud (or Schweizer Meisterschaft/MS). He entered his ex-Filipinetti 365 GTB/4C, chassis 15225, which had been battered by Elford on the Tour de France Automobile whilst wearing race number 258. The first of many such entries in this year and beyond, Bühler went on to endow chassis 15225 with the longest competition history of all 365 GTB/4 Competizioni. Competing in the 1,600+cc Group 4 class under the Swiss Auto Racing team name, Nicolas Bühler came second in class, with his overall position unknown.

Bühler followed the Autodromo Di Casale race with the Schweizer Meisterschaft (SM), Hockenheim GT+1/6/T+2.0 meet on 20 May, where he and chassis 15225 (wearing race number 216) finished fourth overall and fourth in class, behind a Corvette, a 911 Carrera, and a 911 S in the 20-lap race. Then, on 27 May, Bühler raced the Ferrari, wearing race number 161, in the SM Critérium National de Payerne (slalom), where he finished first in class. It was a result he repeated on 3 June at the Critérium National Suisse, Dijon, wearing number 52.

The Circuit de la Sarthe had seen a great

number of intense rivalries over its 50 years of endurance racing, and the clash between red and blue in the eighth round of the World Championship was certainly up there with the most acute. However, none would sound so glorious as the blood-curdling Le Mans symphony created by Italian and French 12-cylinder engines bellowing through the French countryside. To the delight of racing fans, Ferrari and Matra were finally squaring up against one another in what was and remains the world’s greatest sports car race.

Giving this Ferrari-Matra duel particular historic poignancy was that this turned out to be the last Le Mans 24 Hours when works Ferraris raced in the French classic during Enzo’s lifetime – a poignant conclusion to one of sports car racing’s truly *belle époque* chapters.

One half of the JCB 365 GTB/4C driver pairing, Neil Corner, remembered, ‘You know, there’s a restaurant a third of the way down the straight at Le Mans – L’Auberge des Hunaudières. I went down there for a drink one night and heard those Matras coming down that straight. It’s a noise I’ll never forget. You could hear them all the way down to the Mulsanne.’

In Andrew Marriott’s *Motor Sport* report, he wrote, ‘The Prancing Horse made a determined effort to stop Matra winning France’s most

important race by fielding a three-car team with the intention of bringing the honours back to Italy for the first time in eight years. The result was a stern battle between the two manufacturers.'

The entry list for the 1973 Le Mans race included nine 365 GTB/4s (plus three additional examples that didn't arrive) and, tellingly, 13 varieties of 911 Carrera RS/Rs. Although, there were a few 'no show' Ferrari Daytonas that evened out the numbers in the battle between Emilia-Romagna and Stuttgart – namely, three entries: a Motul-Défence Mondiale one, another from Jean Mésange, and an Autor Filipinetti one (this last entry was not accepted by the ACO).

The nine cars that did participate were comprised of chassis 16363, which was entered by Automobiles Charles Pozzi and driven by Vic Elford and Claude Ballot-Léna, wearing race number 39. It weighed 1,427kg and had 450bhp. There was chassis 15667, also entered by Pozzi, with drivers Alain Serpaggi and José Dolhem, wearing race number 40. It tipped the scales at 1,412kg and had a recently rebuilt engine that realised 400bhp. These French-entered machines ran Michelin tyres, and thanks to fine-tuning and testing at Michelin's test track, a brake bias adjuster mechanism (minus brake servo) was fitted, which was why Elford remarked, 'I now have incredible muscles in my right leg.' However, the feature that made the French cars stand out from their sisters was a rear wing mounted beneath the rear valence to stabilise high-speed handling, plus brake-cooling air ducts.

Alain Serpaggi had come to know Daniel Marin when he worked in Paris at a rival Triumph and Lamborghini dealership on the Rue Cardinet. It was whilst racing with Michel Leclère in Formula 3 that Marin had asked

Serpaggi if he would be interested in racing at Le Mans. 'I asked at Alpine whether it would be acceptable for me, contractually, and they answered that there was no issue because Ferrari was not a competitor of Alpine – different market segment,' recalled Serpaggi to Arnaud Meunier.

JCB's chassis 15681, wearing race number 33, was driven by Neil Corner and Willie Green, neither of whom had driven at Le Mans before – although both had participated in April's Le Mans 4 Hours and the historic race prior to the main 24-hour one.

Green certainly didn't find the situation daunting: 'If you are mature and intelligent, no. In my case, I was neither!' Adding more context about the British pairing not working as a team: 'We weren't a pair – we were racing against each other. We were so amateur... Bloody stupid! I've learnt subsequently.'

Meanwhile, Corner recalled, 'I found that the real pros were quite helpful. Vic Elford was very helpful, and there was another man there who was very helpful and racing another Daytona, François Migault. Now, Migault was driving a Formula 1 BRM at the time [in the days of Louis Stanley], and he came up and we had a long chat about things. There really were some nice guys there, and it was a real experience.... I didn't find it difficult at all – I rather enjoyed it. You soon get into the groove of the thing.'

The JCB 365 GTB/4C was the only British GT entry, weighing in at 1,364kg, with 450bhp on tap, and running on Goodyear tyres. The team's reserve driver was 'Willie Eckerslyke' (actually, Nigel Moores, who didn't want his family to know he was racing).

'[Nigel] never drove the car at all,' said Green. 'He *might* have done three laps in practice to



■ The Vic Elford/  
Claude Ballot-Léna 365  
GTB/4 Competizione  
leading its Pozzi sister  
car, driven by Alain  
Serpaggi and José  
Dolhem.  
*Getty Images*

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■ Willie Green later recalled the JCB team's 'general air of amateurism', but also the great sense of racing for fun that came with it.  
*Getty Images*

qualify, just in case. He was great fun... I think he was just there to say that he might have raced at Le Mans... [In the team] there was a general air of amateurism – we did it for fun.'

On a more serious note, 'In practice, I had a major problem with stability on the straight,' remembered Green. 'None of us understood what the problem was, including Ferrari. All the geometry was checked, and it wouldn't wander, but you would feel it being unhappy at the back going down the straight. We changed from Goodyears to Dunlops and all sorts... It was only when I started looking, and the Pozzi cars had aerofoils underneath the rear axle. None of us understood aerodynamics, and if you look at the shape of the Daytona, the wind would hit the front, go up and over the top, curl around, and lift the back of the car up... That was the principle aerodynamic problem – stability on the straights. All it needed was a little flap on the back, but you weren't allowed any aerodynamic appendages above the wheel centre line – that was the rule. Pozzi understood this.'

Corner recalled, 'I bumped into Phil Hill,

who I knew very well, and he was organising one of the cars and said, "Oh my God, you're driving one of the lead sleds as well, are you?" Those were his exact words... My memories of the race – and Willie will probably say the same – in practice, our car didn't have some of the tweaks on that the others did.'

Corner continued: 'The car that was going to be the one to beat was the Pozzi Ferrari France car driven by Vic Elford, who I knew quite well; there were two of those, and they had tabs and things on the rear spoiler. In practice, our car was a bit twitchy going up the hill under the Dunlop Bridge and on the way down to Tertre Rouge. But our practice time was so good that, when we arrived on the Saturday morning, we couldn't see our car for bloody mechanics crawling all over it, along with Florini, who was Ferrari's customer manager for the private entrants. By the time the race started, we had all the goodies on that the Pozzi cars had... It made it much more stable, because, when you go past the pits, you go up the hill and over the top and under the Dunlop Bridge. That was all the stuff at the backend,



■ Andruet/Bond in Francorchamps' chassis 16425 leading one of the Ford Germany Capri RSs (technically Capri LVs). This was Ford's last Le Mans for a decade.

Getty Images

which we didn't have until we found out that they were pleased with our practice times and decided that we were better than a couple of nirks and had better do something about it... There must have been 15 mechanics working on it – we weren't used to that!

Ecurie Francorchamps' chassis 16425, wearing race number 34, with Jean-Claude Andruet and Richard Bond driving it, weighed 1,451kg, had 450bhp, and also ran on Michelin tyres. How come Andruet wasn't driving one of the Pozzi Competiziones? It turned out to be due to a conflict with petrol sponsorship.

Then came NART's entry, which, because Daytona and Sebring had been cancelled, was rather bountiful. It included the largest stable of 365 GTB/4s entered: chassis 16407, driven by Sam Posey and Milt Minter, wore race number 6, weighed 1,350kg, and produced 450bhp; chassis 14889, driven by Bob Grossman and Lucien Guitteny, wore race number 36, weighed 1,353kg, and had 400bhp; chassis 16367, owned by Francisco Mir and driven by Luis di Palma and Nestor García Vega, wore race number 37, weighed 1,359kg, and packed 450bhp; and finally, chassis 14141, driven by François Migault and Luigi Chinetti Jr and wore race number 38 – this converted 365 GTB/4 weighed 1,370kg, delivered 450bhp, and ran modified Corvette brakes. The NART team also ran on Goodyear tyres.

Robert Fearnall and Jeff Hutchinson's *Autosport* report speculated, 'Many people thought that the winner of this year's race would come from the GT class, who would no doubt be dicing with the slower prototype if and when the delicate front-runners dropped out. The same happened at the Daytona 24 Hours, so why not here? This being the situation we had

all the frontline GT runners entered, plus the top American runners. It was not going to be a Porsche domination, as it had been in previous European rounds... The Ferrari works were taking the Daytona effort almost as seriously as their prototype effort, no doubt realising that these cars stood a far greater chance of being there at the finish than the prototypes. Most of the Daytonas were running works-prepared engines with a host of Ferrari men in attendance to help out. Some engines were updated versions from last year, and some were new, and engine power was said to be up around 25bhp since their Daytona appearance.'

Who was in attendance? As has been mentioned previously, Gaetano Florini was there, sent to the race by Enzo to liaise with the privately run teams and, of equal importance,

■ NART's Posey/Minter leads the sister car of Migault/Chinetti Jr. By 1973, the 365 GTB/4 had earned a reputation as a 'lead sled'.

Getty Images



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■ Strange to see a Ferrari fending off the attentions of a mass-market coupé built on 1966 Ford Cortina underpinnings, but the Ford was lighter, had wider tyres, and was quick.

*The Revs Institute*

■ During practice, the Andruet/Bond Francorchamps 365 GTB/4C went off whilst Andruet was driving, the shunt causing a fuel-tank leak just before the start of the race.

*Getty Images*

■ After qualifying, the slowest Daytona was the Guérie/Grandet entry – the Shark Team’s number 56 – which qualified all the way down in 44th place.

*Getty Images*

to keep him fully in the picture. Also present was Ferrari’s new racing manager, Alexandro Colombo, who oversaw the team’s trio of long-chassis 312 P(B)s, and Mauro Forghieri, although he took a more casual interest in the race.

Pressure rose and mistakes were made as the build-up to the race gathered momentum during practice. Pozzi’s Dominique Vergotini had taken questionable advice to omit the 365 GTB/4’s piston ring springs during an engine rebuild to reduce friction. Instead, it significantly increased the V12’s oil consumption during the first practice session. When Marin heard about this supposed ‘improvement’, he hit the roof and ordered Vergotini to rebuild the engine again. Parts were shipped from Paris to Le Mans, arriving at midnight, and the rebuilt engine was back in the car by 4:00am.

A strip ripped off the rear spoiler of Elford’s Competizione during Wednesday’s practice session. After repairs were made, he posted the fastest time in his group – a 4m 16.2s, which was 0.2 seconds quicker than during the Test Weekend. Meanwhile, Thomson’s radio system finally started to work, but only at certain sections of the circuit.

Andruet recalled an incident, ‘In practice, I had an “off” in the off-camber curve in the new Porsche Curves section, because another car had lost oil, but it wasn’t too hard a hit, so not too much damage. But then, about 40 minutes before start time, we noticed that the fuel tank was leaking. The soft bladder in it had come unglued, and it was pissing fuel, so I told Swaters, “We have to repair it right away.” He answered, “No! We won’t be able to take the start. We don’t have time to finish the repair job.”’

Whilst three of the teams ran front-wing fins on their Ferraris, NART also experimented with the Pozzi underslung rear wing idea – but the US team remained unconvinced of its benefit.

In terms of qualification, the front of the grid delivered the predicted tussle between Ferrari and Matra. The 312 P(B) of Merzario and Pace claimed pole with a time of 3m 37.50s, leading the sister car of Ickx and Redman by one perfect second. The Cevert/Beltoise Matra claimed third place with a time of 3m 39.30s – the first of four works cars that sandwiched the Schenken/Reutemann 312 P(B) in fifth (3m 42.30s).

Elford’s 4m 16.2s time secured 23rd for the number 39 Pozzi Competizione – the fastest of its kind on the grid. Immediately behind was NART’s number 38 car of Migault/Chinetti Jr in 24th with a time of 4m 16.70s. Di Palma/García-Veiga in NART’s number 37 entry managed a time of 4m 17.10s to finish in 26th place, just behind one of the Ford Capri RSs. In

27th came the number 33 JCB car of Corner/Green, having clocked in at 4m 17.20s.

‘We didn’t have much time to practice then,’ said Green. ‘But subsequently, I got the Daytona qualified, I think, in 4m 18s, but if I’d used first gear at the chicanes or Arnage, it would’ve taken four or five seconds off. If you’d have done that though, the gearbox would only have lasted about 20 minutes... I had the biggest scare of my life in night practice. I came down the back toward Indianapolis – there’s a flat right-hander into Indianapolis – and bearing in mind, it wasn’t lit in 1973... I had never driven in the dark when racing, and I got onto a sheet of oil. All of a sudden, I was doing 170mph [274km/h], and then I went down a bit, probably 150mph [241km/h] – backwards! No fucking lights! And I’m sitting there waiting for the bang, waiting for it to hit something hard and blow up, and it stopped. The dust settled, I opened the door, and I was six feet from the bank after the road had gone left at Indianapolis. That was the biggest fright I ever had in motor racing, because when you spin, you can normally see – except in the dark. That was just the luck of the devil. Of course, you can’t see oil on the circuit in the dark.’

Andruet/Bond qualified the Ecurie Francorchamps Competizione – number 34 – in 31st with a time of 4m 18.90s, several places ahead of NART’s number 6 car of Minter/Posey, which placed 35th with a time of 4m 19.70s. Serpaggi and Dolhem brought Pozzi’s number 40 entry in at 4m 23.20s to claim 39th. NART’s number 36 car, driven by Guittény/Grossman, qualified 43rd at 4m 25.90s, whilst Guérie/Grandet in the Shark Team’s number 56 entry took 44th with a best of 4m 26.20s – and with it, the honour of being the slowest 365 GTB/4.

Come race day, the weather’s previous cheery disposition had turned dark and brooding, heavy with lingering clouds. So expected was the change that a couple of cars lined up on the grid



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wearing wet tyres. Soon though, the sun broke through, and the tyres were replaced.

The 55-car grid was led away for a warm-up lap, and at 4:00pm, the French flag waved the race into life. Merzario had a superb start, with Redman close behind – the former soon revealed his role as ‘the hare’, building an early lead.

Further back in the mid-pack shuffle, Chinetti Jr had grabbed the Group 4 GT Spécial class lead in the number 38 car. Less fortunate was the sister car of Grossman/Guitteny, which was forced to stop for a puncture repair almost immediately. Chinetti led a train of Daytonas comprising Posey in the number 6 car, di Palma in number 37, Ballot-Léna in number 39, and Bond in number 34. By 5:00pm, the order shifted when Chinetti pitted to have the 365 GTB/4's Corvette brakes inspected. The unplanned pit stop cost a lap and handed the class lead to Posey, who was being chased by a pair of RSRs. Eventually, the number 48 car of Gregg/Chasseuil got past.

Up front, Pace encountered trouble in the leading 312 P(B). Petrol had leaked into the cockpit and burned his backside. Repairs took

time with the reserve tank split, and the Ferrari rejoined the race with Merzario back at the wheel.

Meanwhile, Corner remembered, ‘My pal Brian Redman was driving a Ferrari 312 P(B). I knew Brian. He was one of the good guys – he still is. He’s never changed. I’d worked out that I was going to be lapped. I can’t remember when it was – say it was after 20 laps or something... It just so happened that the first man who came to lap me was François Cevert. I saw him coming as I braked for Mulsanne Corner, so I pulled over to the right to make it very obvious that I knew he was there. He went past, and he just gave me this sort of gallic wave – you know, it was so elegant. On the next lap, and at the same place, it was Brian in the Ferrari, and I did exactly the same thing. As he went past me, he stuck his middle finger up!’ chuckled Corner. ‘It was a lovely, very happy moment. Cevert’s wave – good lad. Of course, Brian knew it was me in the car.’

Chasseuil held the class lead in the RSR until 7:00pm, during the next round of scheduled pit stops. All front-engined Ferraris changed their brake pads, except the two Pozzi cars. Minter had swapped seats with Posey in the number 6

■ The organised chaos of a pit stop during the dark hours of an endurance race: the Lucien Guitteny/Bob Grossman car being worked on in NART's pit. *Getty Images*



Daytona, which had regained the lead in class. He was followed by the Jean Egreteaud RSR and Elford in the number 39 Ferrari – the only three cars in the class still on the same lap. The rest had already been lapped.

Around the three-hour mark, after completing 37 laps, John Greenwood's number 29 Corvette suffered a dramatic engine failure as it hurtled down the Mulsanne Straight.

As *Autosport* reported: 'Behind the leading 3.0-litre prototypes, the Zeccoli/Facetti blue Alfa Romeo was holding a steady sixth at the three-hour mark, his position varying according to the changing fortunes of the quicker cars. The Müller/van Lennep Carrera changed places with the leading 2.0-litre Chevron of Maublanc and the Toblerone Porsche 908/3 of Fernandez/Cheneviere, these three being involved in the exciting battle with the Group 2 and Group 4 cars. The Glemser/Fitzpatrick Capri did an excellent job in holding down the Ferraris and keeping some distance ahead of the Quester/Hezemans BMW.'

The GT class was intense and fevered. The number 29 Pozzi Competizione had serious brake problems – the pads were completely worn, the material gone, leaving only the backing plates to act on the discs. At 8:30pm, fresh pads were fitted, the car refuelled, and Elford took to the wheel for his second stint.

Willie Green described the stability issues whilst driving the number 33 Ferrari 365 GTB/4C: 'You were tense down the straight, and at the right-hand kink down at the end, you had to be careful... You're not used to that sort of terminal speed... It gets ridiculous when you're actually frightened of the straights... I'm much happier sideways at 100mph [161km/h].'

He added, 'It was a big, heavy car, but I'll say, in its favour, you could out-brake the Chevrons – you could out-brake much lighter cars with it. The brakes were sensational, stupidly so. I mean, it was ridiculous to use them, because it meant losing time in the end by wearing the pads out and having to change them.'

Neil Corner offered a different view, 'I think we were doing about 185mph [298km/h] down the straight, but the brakes – compared to the Porsches – were bloody awful. The car was a bit heavy, and going down the Le Mans Straight, trying to take the kink as fast as you could... I mean, it wasn't in our class, but there was a Martini Porsche Carrera RSR driven by Müller. It had two bodies – they were changed according to the size of wheels it was running – and it was bloody quick. I remember going down the Mulsanne Straight and seeing this man catching me up. I'd just got to the kink before he sailed

**'At Le Mans, you're stupid if you try and go quickly – it's all about finishing. The harder you go, the less likely you are [to finish].'**

past me there. I braked at about 300 metres, and he braked at about 100 metres – and by the time he got to the hairpin and out of it, he was almost out of sight.'

Corner added, 'The Daytona brakes were alright, but they weren't that good compared to a lot of the other cars there. It was stable, it was easy to drive, everything seemed to work on it.'

A sticking brake pad cost the number 6 NART Ferrari dearly during its 9:30pm pit stop. By the time Minter returned to the track, the car had lost a lap to Migault in the number 38 car and to the number 48 RSR of Gregg/Chasseuil. Elford took over the class lead in Pozzi's number 39. Pozzi's other 365 GTB/4C, number 40, ran just a few laps behind, recovering from a chaotic pit stop at 6:42pm – triggered when its smoking engine prompted an overzealous fire marshal to douse it with extinguisher.

Elford's lead over the Gregg/Chasseuil RSR wasn't bountiful, with the Porsche locked in a close battle with the Migault/Chinetti Jr 365 GTB/4.

'It was all so close that the places were changing continually when routine pit stops took place, and at this stage, every second counted in the pit stops,' reported *Autosport*. 'The biggest surprise in the GT class came from the French Porsche of Egreteaud, which was up to second in class at one stage but around 10:00pm made a long pit stop with clutch trouble. The Francorchamps Daytona of Andruet/Bond was making good progress until a long stop to change brake pads put it well down the running, but the JCB Daytona was going extremely well amongst the leading GTs.'

Several battles unfolded during Saturday evening, and one in particular taught Willie Green a lesson: 'At Le Mans, you're stupid if you try and go quickly – it's all about finishing. The harder you go, the less likely you are [to finish]. I went off in the middle of the night, dicing with a Capri through the Porsche Complex, which was stupid. I was bored and, of course, I'd forgotten that he was probably 8cwt lighter with much

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■ The stands are full as the number 34 Andruet/Bond Francorchamps Daytona sweeps past, followed by the number 40 Serpaggi/Dolhem Pozzi car.

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bigger tyres, and he chucked up a load of dust – I think it was Gerry Birrell. At the last left-hand kink out of the Porsche Complex, I lost it – I took a left-hand headlight off in the middle of the night.’

After Saturday tick-tocked into Sunday, Ballot-Léna in the number 39 car continued to lead the class. His advantage over the Chasseuil and Barth RSRs had grown to a full lap. Behind them, on the same lap, was the number 6 NART 365 GTB/4C with Posey at the wheel.

Most Ferraris and Porsches were running well in the early hours. Ballot-Léna brought the number 39 example into the Pozzi pits for fuel, fresh brake pads, and a driver change with Elford. That was the intention, but with Marin elsewhere, Florini, mistakenly thinking the pads had been changed at the last stop, told the mechanics not to work on them. Elford was waved out – but two laps later, he informed the team over his Thomson radio that he didn’t have any brakes. Back in the pits, the crew discovered the pads had disappeared. Not even backing plates remained; the caliper piston had been acting directly on the disc. Unsurprisingly, one caliper was gravely damaged and needed replacement, but after some chaos and irritation, a Ferrari mechanic managed to retract the piston. The brakes were bled, and Elford rejoined after an 11-minute stop just after 1:00am.

‘That gave the Porsche Carreras of Gregg and Keller their chance to establish the class lead until the NART Ferrari caught up, and then, after half-distance, Gregg’s car lost quite some time in the pits with a punctured front tyre, minor front suspension repairs, and problems with the left-front brakes being sorted,’ noted *Autosport*.

Minter in NART’s number 6 Ferrari remained on the same lap as the Porsches, whilst Elford in the number 39 Pozzi 365 GTB/4C trailed by one lap in fourth. As the clock’s hands reached for 3:00am, the pits sprang into action, leaving Posey – now in NART’s number 6 Daytona – leading the class and running sixth overall. His margin over the two RSRs was slim, with Elford still one lap adrift.

‘In the night,’ said Green, ‘I came in... I can’t remember what time it would’ve been – about 4:00am – and I’d come into the Porsche Complex, and it was suddenly like I was on black ice. Basically, what had happened was that I’d hit the dew point, and it was the moisture that suddenly condensed on the circuit. But I was coming into the pits anyway, and Neil was going out. I just said, “Neil, no more than 30 to 40mph [48 to 64km/h] through the Porsche Complex or you’ll go off.” And of course, he never came around. He came in eventually, and said, “I think I’ve got a puncture.” There were no tyres on the two nearside wheels... It was the



dew point that almost triggered my going off that caught him on his out lap. You don't expect it, and from memory, it was only that one particular area. It was dew – there was no oil. So, he then went out again after they'd put new tyres on – it hadn't done much damage. It had just scored the side and burst the tyres. He eventually came in and said, "I think the clutch has gone." It hadn't, because the impact had dislodged an oil seal on the gearbox, and the gearbox was on fire.'

Corner recalled the sequence differently: 'We started the race and I did the first hour and a half. I came into the pits, and I was fairly tired. I hadn't driven an hour and a half in anything. But Anthony Bamford, who owned the car, sent me out again – so I did the first three hours. And it went alright. We got through the night. I spun on somebody's oil in the dark and did a bit of damage to the front end.'

At dawn, Ballot-Léna in the number 39 Pozzi car passed the Porsches, although he remained a lap behind NART's number 6 entry. *Autosport* noted: 'The other Porsche was still going great guns, with Keller/Schickentkaz staying with the leading Daytona until 6:35am, when it spent 15 minutes in the pits whilst the brake pads were changed. Three Carreras had retired, those of Piot (broken gearbox), Bayard (piston), and Zink (accident).'

The two Daytonas ran in seventh and eighth places, but after 8:00am, misfortune turned its

attention to the V12 Ferraris. First to fall by the wayside was the number 56 Shark Team car of Geurie/Grandet, sidelined by crown wheel and pinion failure. Soon after, both the number 33 JCB car of Green/Corner and Francisco Mir's NART-entered number 37 machine (García-Vega was about to take over from di Palma) succumbed to clutch failure. As for the JCB car, which had been running third in class, the seized transmission triggered a small fire.

Corner reflected, 'What I couldn't understand was that the bloody Ford Capris were faster than we were. The Ford Capris had really good drivers in them, and they were quick – but, of course, they were lighter than the Daytonas... But the Ferrari engine... We were pulling just under 8,000rpm every lap down the straight, and the engine didn't falter at all. The gearboxes were the problem at Le Mans, in actual fact. I've had two road Daytonas, and when they're cold, you can't change from bottom to second gear anyway. The gearbox is a nightmare. Once it was warm, it was alright, but it was impossible. You couldn't start away in bottom with a cold gearbox and change into second.'

The Ferraris hadn't seen the last of it. Just half an hour later, the number 36 NART car of Grossman/Guitteny slammed into a barrier after suffering a Goodyear tyre blowout. It limped back to the pits, but after frenzied efforts to

■ The first of the first-series Competizioni, chassis 14407. Although owned and entered by Grandet's Shark Team, it still wore its original NART livery.

*Getty Images*



■ After a minor shunt dislodged a gearbox oil seal, the gearbox caught fire. Although quickly extinguished, Corner was forced to retire JCB's number 33 amid an atmosphere full of heavy resignation.

*Getty Images*

repair its mangled bodywork, the mechanics had to admit defeat. In less than two hours, four of the Ferraris had been forced out of the race.

Whilst some cars were struck with disaster, others gained ground. Pozzi's number 39 car was now on the same lap as NART's number 6 Competizione and closing in.

In Ecurie Francorchamps' number 34 Daytona, Andruet was delayed by a change of alternator belt and fuel pump – the latter being due to petrol fumes flooding the cockpit. After finishing his second stint in that atmosphere, he fainted as he got out of the 365 GTB/4C. Once the fuel tank was replaced, he returned to the track with the bit

between his teeth, consistently clocking laps under 4m 16s and even hitting a 4m 13s.

Elford, in the number 39 car, had caught Posey in the number 6 Daytona. The rear wings fitted to the Pozzi entries gave them better stability and speed through the corners. Approaching Ford Corner, Elford made a move on Posey up the inside, but Posey firmly shut the door. The two Ferraris made contact, sending Elford into a spin.

Frequent pit stops kept reshuffling the Group 4 GT class lead. When Posey pitted from first in class, a brake pad change delayed him by three minutes. That allowed Pozzi's Daytona to edge



ahead. *Autosport* reported: 'Then, the Daytona, with Minter at the wheel, appeared past the pits, dispensing hordes of smoke, and the next lap, it was in the pits where it retired [just prior to midday] with a suspected broken piston, which was pumping oil out of the plug hole.'

Elford and Ballot-Léna had moved up to seventh overall in the number 39 car. Then, at 2:28pm, the third-placed Ferrari 312 P(B)-73 of Ickx and Redman came into the pits with an engine on its deathbed.

Thus, the number 39 Pozzi car took sixth overall when the chequered flag waved at 4:00pm – three places ahead of its sister Serpaggi/



Dolhem example in ninth, followed by NART's number 38 car of Migault/Chinetti Jr in 13th, with the Ecurie Francorchamps number 34 Daytona of Andruet and Bond in 20th.

At the head of the field, the Franco-Italian duel was decided in favour of the Matra-Simca MS670B of Henri Pescarolo and Gérard Larrousse, which completed 355 laps and 3,016.10 miles (4,852.94 kilometres) at 125.67mph (202.25km/h). The Ferrari of Arturo Merzario and Carlos Pace secured second, ahead of the non-running 312 P(B)-73 of Jacky Ickx and Brian Redman. The 3.0-litre sports prototypes filled the top five positions, but it was the number 39 Competizione that was the first of the Group 4 5.0-litre GTS machines to finish (sixth overall).

Ferrari didn't win what would be its final Le Mans 24 Hours as a works team for more than a generation, but it achieved an incredible GT class result: first, second, third, and fourth (plus a second place in the Index of Thermal Efficiency). The number 39 car completed 316 laps and 2,685.15 miles (4,321.33 kilometres) at an average speed of 111.88mph (180.05km/h); the number 40 car covered 315 laps and 2,677.77 miles (4,309.45 kilometres) at 111.57mph (179.55km/h); the number 38 car completed 299 laps and 2,534.27 miles (4,078.51 kilometres) at 105.59mph (169.93km/h); and the number 34 car logged 270 laps and 2,294.75 miles (3,693.04

■ Late-race pit stops reshuffled the class order, with the number 39 Pozzi car benefitting the most.

*The Revs Institute*

# GRAVE NEW WORLD: 1973



■ Victory! The number 39 of Elford and Ballot-Léna won its class and finished sixth overall – the best-placed Daytona of 1973.

*Getty Images*



kilometres) at 95.61mph (153.87km/h). It was close to replicating the first-to-fifth class domination of 1972 – and delivered two truly astounding back-to-back class victories in the world's most demanding race.

Meanwhile, Charles Pozzi had the satisfaction of seeing his Competizione not only win back-to-back in 1972 and 1973, but also secure both first and second places in 1973. Given the equipe's results at La Sarthe and the Tour de France Automobile, the media coverage reinforced the old adage of 'race on Sunday, sell on Monday'. Ferrari sales in France were on the up. The sponsorship contract with Thomson ended, as per the original agreement, with both parties pleased with the outcome of their collaboration.

'I had never driven a Ferrari before that,' recalled Alain Serpaggi. 'It was a fast and very reliable car. That V12 was really bulletproof. Its only flaw was that the brakes were not the strongest. Despite its size and weight, when you drove it, it was quite agile. It was heavy when manoeuvring at slow speeds, and then, the faster you went, the nicer it became to deal with. It was great fun to drive – quite playful with its rear end!'

Serpaggi continued, 'The race went according to plan, except as we neared the end. We were second in class – we may even have been in the lead – when we lost a cylinder. Now, mind you, to actually notice that you have lost a cylinder on a V12 is not obvious. The engine sound did not really change – it just performs less strongly. When I pitted, a mechanic informed me right away. There was also oil in the spark plug well... We should have finished in the top two places in the GT class, but we lost second place because of

that. It was, quite literally, the only problem we encountered in 24 hours.'

Reflecting on his experience, Serpaggi added, 'Monsieur Pozzi – a truly charming man, a great gentleman, a very friendly person... I was always welcomed with much kindness. Likewise, the mechanics were very hospitable, friendly, a super team. A very good, happy experience. The only negative is that it was a one-off for me.'

What of those who fell by the wayside – victims of endurance racing's sadistic streak? Neil Corner recalled, 'On the Sunday morning, when the gearbox broke, I remember three of those Daytonas – we all went out at roughly the same time... I don't know where we were, but I think we were in 17th place or somewhere. But what really pleased me was that our fastest lap – and I think this was a result of all the tweaks they put on – was only one second slower than Vic Elford. You've got to remember that Vic Elford was used to driving Porsche 917s and all that stuff, you know. So, I thought that was a pretty good effort to only be a second slower... I remember it was annoying, because we'd driven all through the

■ As celebrations kicked-off, the Pozzi team enjoyed the achievement of two consecutive Le Mans class wins – both achieved by the same 365 GTB/4C (chassis 16363).

*Getty Images*



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■ Showing just how hot the work was driving the penultimate 365 GTB/4 Competizione, chassis 16407 runs at Watkins Glen with both quarterlights open and additional front-wing air scoops fitted.

*Getty Images*

night, and the weather was good, and the sun was out... It was fun, it was... I mean, Willie and I were both amateurs compared to a lot of the drivers there, but the one thing I very quickly realised was, when we started practising, I thought, "My God, we're amongst the big boys here." It was a disappointing result, but it was fun.'

In the gap between Le Mans and the Watkins Glen 6 Hours, Switzerland's Nicolas Bührer continued to race chassis 15225 in hillclimbs and the SM (Schweizer Meisterschaft Schlaud) for Group 2 and Group 4 cars.

Setting the scene for the 10th round of the World Championship for Makes on 21 July, *Autosport's* Jeff Hutchinson wrote: 'Watkins Glen is a small, pretty village perched on the tip of one of several Finger Lakes, which spread themselves like a huge hand across the northern regions of New York State. It's a four-hour drive along the wide, modern highways, which wind between mile after mile of densely wooded hills – weekend escape routes for the citybound people of New York. The contrast between the two is almost unbelievable. Fishing, hunting, sailing, or just plain sunbathing are the main occupations of Watkins Glen visitors, with the exception of two weekends a year, when this unlikely little town plays host to the world's top drivers and constructors at the World Championship for Makes and grand prix races run in July and

October. The Watkins Glen circuit twists and turns around the contours of a nearby hill. Last weekend, the hill was the best place to be, for the weather was hot and very, very close, the hill catching what slight cooling breeze there was.'

In the GT class, three Daytonas fought against 911 Carrera RSRs and Corvettes. Bob Grossman entered chassis 14889 under number 9, driving the former NART Ferrari with Don Yenko. Francisco Mir's chassis 16367, wearing race number 23, ran under the Diagnosis & Service Racing banner, with Angel Monguzzi and Nestor García-Veiga behind the wheel. The third and final entry – the second-to-last Competizione constructed – was chassis 16407. The NART car had been fitted with air intakes on the front wings and opaque red headlight fairings for this race. Meanwhile, Sam Posey and François Migault were appointed as the Ferrari's drivers.

Although Le Mans had only taken place weeks earlier, Watkins Glen qualifying results suggested it was many moons ago. In a 39-car field, the fastest of the Daytonas – the number 23 car – placed a lowly 21st, followed by the number 8 Competizione in 25th and the number 7 Ferrari as one of four cars tied for 31st. Even within the GT class, the 365 GTB/4Cs were outpaced by a mix of 911 Carrera RSRs, Corvettes, and a 'frightening-looking Camaro'.

In Hutchinson's report, the 365 GTB/4Cs



scarcely received a mention in the qualifying summary, save for a brief note at the tail end of the GT results: “The remainder of the entries were all very closely matched, the remaining four rows separated by four seconds. In the middle of this bunch was a lone NART Ferrari, outclassed by the Carreras, although Sam Posey had got it around this difficult circuit in 2m 7.1s, just a fraction quicker than Frenchman François Migault.’

Right from the outset, *Autosport* made it clear that the race had not gone Ferrari’s way: ‘Henri Pescarolo and Gérard Larrousse, recent recipients of the Legion d’Honneur, added to this year’s success story with another well-driven win in their Matra-Simca 670 at the Watkins Glen 6 Hours, held last Saturday. Like their previous four wins, they outpaced the Ferrari opposition and finished by a comfortable two-lap margin. Once again, their sister car, the latest type 670B driven by François Cevert/Henri Pescarolo, set the fastest lap of the race but was delayed early on with bodywork damage before Cevert finally retired the car for good with dead electrics.’

A great result for the French team – but a bitter conclusion for Ferrari, marking its final front-line works appearance for the next two decades.

As for the Group 4 GT entries, they occupied little column space in the report: ‘Keyser/Minter [Carrera RSR] were passed by Gregg [Group 5 Carrera RSR] in the closing stages but had the

compensation of taking the Group 4 class award two laps ahead of the Greenwood/Rutherford Corvette.’

Meanwhile, Mike Cotton in *Motor Sport* observed, “The two Group 5 Porsche Carreras were clearly too fast for the genuine GT cars, comprising mainly Porsches, Ferrari Daytonas, Chevrolet Corvettes, and Camaros.’

Returning to Hutchinson: ‘The NART Ferrari suffered its usual last-minute dramas after a strong race, this time when Migault stopped the car with what sounded like a holed piston. Mechanics did everything to get the car going again and to take the flag, which they managed to do to the cheers of the crowd just 20 seconds before the end. The car completed the finishing lap but was unfortunately too far back at this stage to be qualified.’

The best result from a Competizione came via the number 23 Diagnosis & Service Racing entry, which placed 13th overall (fifth in class) with 162 laps, followed two laps later by NART’s number 8 in 14th (sixth in class) and Bob Grossman’s number 9 car – three laps down – in 15th (seventh in class).

The final result from this six-hour US endurance race proved to be an uncomfortable contrast to the success Ferrari had found in France only weeks earlier.

Watkins Glen was typically the final race of the season, but in 1973 that honour was meant to go to the Buenos Aires 1,000km on 21 October – and unlike most years, the championship remained

■ Still owned by NART but entered by Bob Grossman, chassis 14489 had been repaired following its damage at Le Mans the previous month.

*The Revs Institute*

# GRAVE NEW WORLD: 1973

undecided. This often resulted in a rather half-hearted entry list, but not this year. The Ferrari-Matra battled continued, with the two MS670s taking on three 312 P(B)s.

Championship regulations required teams to drop their three lowest scores from the season, meaning that Ferrari had to secure the top three overall positions at Buenos Aires, whilst Matra only had to finish third to clinch the title. Six weeks after Watkins Glen, the Argentinian race – although previously confirmed by the CSI – was cancelled due to escalating political unrest, a disruption that would lead the country into the *Guerra Sucia*, or Dirty War.

On 22 July, in West Germany, Nicolas Bührer continued competing in the Schweizer Meisterschaft Schlaud with chassis 15225 in the Hockenheim GT+1.6/T+2.0. In a field dominated by Porsche entries, he finished 14th overall and seventh in class. A week later, on 29 July at the Autodromo Di Casale, Bührer claimed a class win, although his overall position was unrecorded.

If the rain that started overnight and continued through race day at Watkins Glen caused initial concern, it paled in comparison to the relentless downpour that 'ruined' Britain's only round of the European GT Championship at Thruxton's Alcoa International meeting on 5 August.

The entry list was, yet again, awash with Porsches – much to the rather obvious dismay of *Autosport's* Robert Fearnall: 'Once again, Porsche dominated, with only three non-Porsche entries

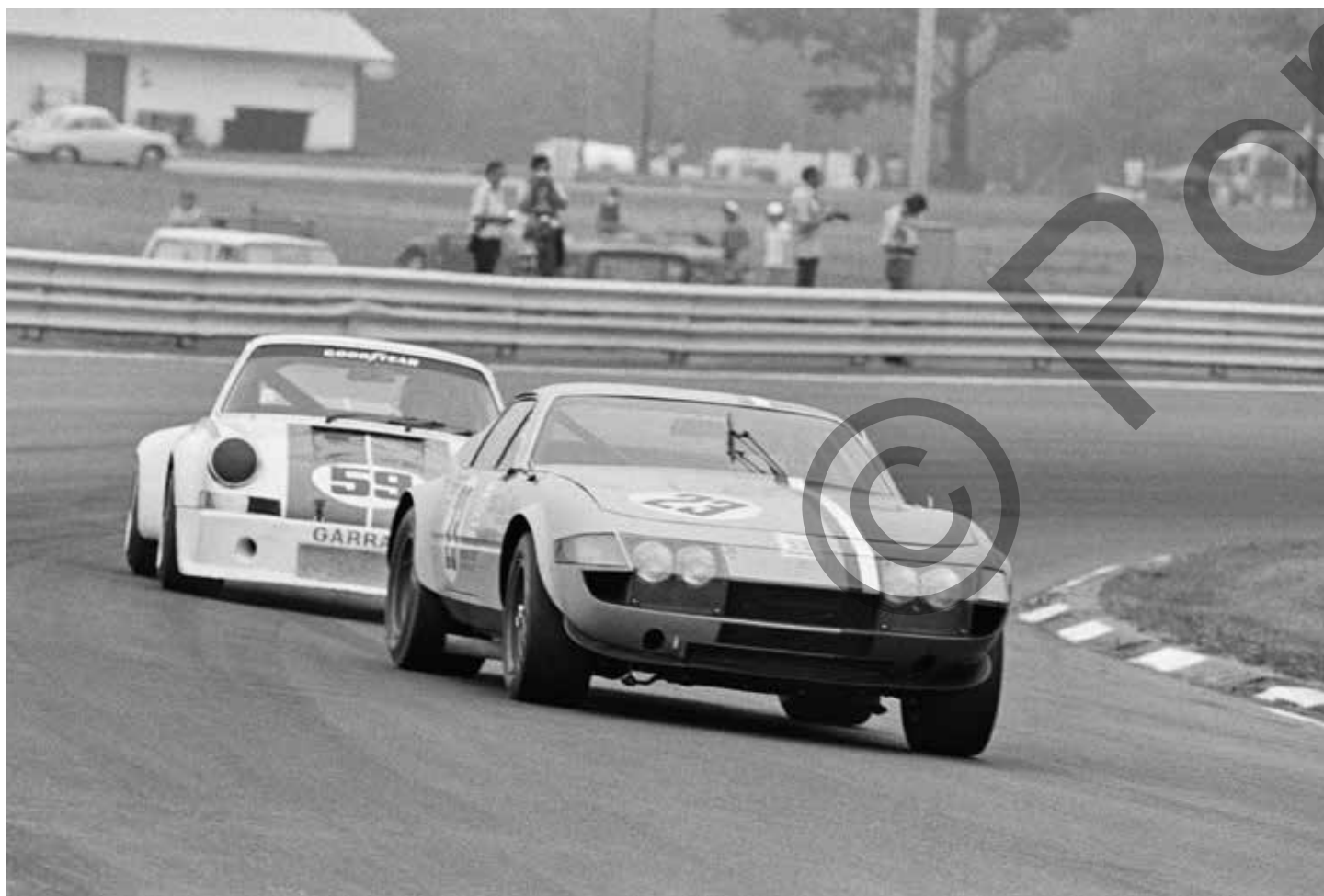
appearing for the two one-hour practice sessions on Saturday. Regrettably, that tally was reduced to one non-Porsche after practice. The only one of four entered De Tomaso Panteras to appear – the Jolly Club entry of [Italian Christiano del Balzo, who raced under the name] 'Gero' – broke its engine early in the second practice session, but it was over six seconds slower than the quickest Porsche, so was hardly going to repeat Mike Parkes' breaking of the German stranglehold with this Pantera at Imola. The other withdrawal after practice was the slowest car, the Lancia Fulvia driven by Bruno Buccaro, with a broken gearbox. Therefore, the only non-Porsche left for the 40-lap race was Peter Brown's JCB Ferrari Daytona – the same car that ran at Le Mans – which had been acquired by Philip Dowell in the previous week and therefore was not to be driven hard. Brown's best time was 1m 31.6s. This left 14 Porsches to fight for best practice time.'

Championship leader Claude Ballot-Léna, driving a 911 Carrera RSR, secured pole position with a time of 1m 25.0s – the fastest of eight 911s that filled the top eight grid spots.

Rain had persisted throughout the three support races and continued into the main GT event. As the 15-car field launched into the wet conditions and the 911s jostled for position, Martin Birrane's Carrera RSR slipped past Brown in chassis 15681, briefly relegating the Ferrari to 13th place. Birrane later spun under braking for Campbell and pitted to check for a puncture, allowing Brown to retake 12th.

■ Chassis 16367 is pursued by the Porsche Carrera RSR of Peter Gregg and Hurley Haywood.

*The Revs Institute*





■ The works Ferrari 312 P(B) of Merzario and Pace sweeps past the number 8 NART 365 GTB/4C of Posey and Migault.

*The Revs Institute*

At the front, Ballot-Léna had extended his lead over Claude Haldi to a margin of 20 seconds – and the two RSRs remained in their places until the chequered flag. They lead home a train of Carrera RSRs that filled positions one through nine. Ballot-Léna completed his 40 laps in 1h 7m 42.20s, covering a distance of 94.24 miles (151.67 kilometres) at 83.52mph (134.42km/h) – only the top four cars remained on the lead lap. The rest of the top 10, including Brown in the 365 GTB/4C, finished with 38 laps recorded (times were only listed for the first four finishers).

On the upside, Brown and chassis 15681 claimed the 3.0-litre-plus GT class win – the sole non-RSR to be classified at the finish.

The latter part of the *Competizione's* 1973 season was largely shaped by the efforts of Swiss Automobile Racing's Nicolas Bühler with chassis 15225. At the SM Saint-Ursanne–Les Rangiers Hillclimb on 19 August – a 3.16-mile (5.09-kilometre) Swiss course attracting 15,000 spectators – Bühler placed 41st overall out of a diverse field of 130 classified finishers. Entrants ranged from Group 2 NSU TTs and Ford Escorts to Group 4 Porsche 911 Carrera RSRs, a Group 5/7 Ferrari 512 M, Group 8/9 March 722s, and a number of Chevrons. Roland Salomon's Chevron won the event outright, whilst Bühler finished sixth in the Group 4 class.

A week later, Bühler returned for the seventh round of the European Championship for Grand Touring Cars – the Euro GT at Hockenheim. The race delivered an unexpected result, much to the delight of *Autosport*, which reported: 'GT racing took a turn for the better at Hockenheim last

Sunday, when none other than Clay Regazzoni blasted all those Carreras into the distance at the wheel of the ex-Parkes De Tomaso Pantera. The two 20-lap heats were a walkover for the BRM team leader, and the Pantera did not complain once throughout training or the two heats; perhaps S Dall'Ara can now take heart and add a little more spice regularly with this worthy motor car! ... In all, 35 cars lined up with another Pantera, a Chevy Corvette, and a Daytona – all in Swiss hands – to add some spice lower down, along with an Alfa Montreal, which only managed one lap in the first part.'

Then, in the second half of the *Autosport* report: 'Just 24 cars turned out, but it didn't make any difference to Regga, who treated them to his disappearing act once more. Behind, however, the 35,000 crowd was treated to the scrap of the meeting, as Haldi, Ballot-Léna, and Schickentanz [all driving Carrera RSRs] waged war. Every lap saw one then the other in front all the way to the flag. At one point, Ballot-Léna seemed to have gained a little extra, but next time round, it was Haldi. It ended up being the Swiss who got the verdict, with Ballot-Léna completely sideways on the last corner, but holding on to beat Schickentanz by a whisker... Still a lot of Carreras, but things are looking up on the GT scene, for despite Regazzoni's presence, this was easily the most entertaining round yet.'

Whilst Regazzoni in the Wacky Racing Team Pantera won the 40-lap race in 1h 33m 39.40s, at an average speed of 107.37mph (172.80km/h), Bühler in the number 47 *Competizione* finished 15th and completed 38 laps, as chassis 15225 wasn't running at end. Nonetheless, the Swiss Automobile Racing entry finished second in the

# GRAVE NEW WORLD: 1973



■ Toni Palma's 365 GTB/4 – modified to Group 4 specification by Sala and Malberti – tackles the 1973 Giro d'Italia running on road wheels.

*Klemantaski Collection*

3.0-litre-plus GT/ Division Three class.

Bührer also competed in the sixth round of the DRM (Deutsche Automobil-Rennsport-Meisterschaft), the Preis der Nationen at Hockenheim, finishing fourth in the 2.5-litre-plus GT/Swiss Division One. His overall position wasn't recorded – a detail similarly missing from his trio of hillclimb class wins at Roche d'Or (1 September), Villars-Burquin (2 September), and at the Critérium National Suisse, Dijon-Prénois (14 October).

Meanwhile, at the beginning of October, at the Mondial de l'Automobile in Paris, the 365 GTB/4's replacement, the 365 GT4 Berlinetta Boxer, was put on sale. First unveiled at the 1971 Salone dell'Automobile di Torino, this new mid-engined model essentially meant that the Daytona would undergo no more development before production was scheduled to end this year. On the positive side, there had been some discussion about developing a Competizione derivative of the new 365 GT4 BB.

As the 1973 season drew to a close, two final events were contested by a 365 GTB/4, believed to be chassis 13117, entered by its Roman owner Toni Palma. The first was the Giro d'Italia, where the red Ferrari wore registration number K M4 6058 and race number 450, prepared to Group 4 specification by the Maranello workshop of

William Sala and Giovanni Malberti.

Possibly inspired by the long line of wins that front-engined V12 Ferraris had scored on the Tour de France Automobile – most recently upheld by the Pozzi one-two finish in 1972 – Palma enlisted Maurizio Macangeli to drive and Claudio Pietromarchi to co-drive. They faced a field of fast and nimble rivals: a mix of 911s, Alfa GTs, Alpine A110s, and a lone Pantera.

The event began on 25 October with the Cesana-Cestriè Hillclimb, followed by a 25-lap race at the newly opened Autodromo di Morano sul Po/Casale Monferrato circuit. A six-lap race at Varano came next. On 26 October, activities started with a 15-lap race at Imola, then two more races at Misano – six and 15 laps, respectively. On the final day, 27 October, competitors returned to Varano for another 20-lap race before heading back to Casale for a single timed lap.

Casoni and Minganti, driving the Scuderia Nettuno Pantera, won the event with a time of 55m 35.00s. They were followed by two Porsche Carreras. In fourth overall came the 365 GTB/4 of Micangeli and Pietromarchi, who recorded a time of 1h 1m 52s and placed third in their class (2.0-litre-plus Group 4).

Palma entered chassis 13175 into the Magione GT Race on 4 November, again with Micangeli



at the wheel. Against a nimble grid of Carreras, Alpines, Alfa GTAs, and Lancia Fulvia HFs, the Ferrari finished third overall and third in the 2.0-litre-plus GT class.

The Ferrari 365 GTB/4's final race in its last year of production took place on 25 November. Fittingly, the venue was the Daytona International Speedway for the Daytona Finale 250 Miles. Wearing race number 63, chassis 13367 was an unofficial Group 4 conversion prepared for Chinetti, and was entered and raced by Dr Harry Jones in the 10th round of the IMSA/Camel GT Challenge series.

The race was won by an RSR, with the top 10 positions dominated by Porsches – the overall honour went to the Peter Gregg and Hurley Haywood car. The pair completed the 65-lap race going an average speed of 112.16mph (160.50km/h). Meanwhile, Jones finished 29th out of 62 starters, with only one car ahead of him that wasn't a Porsche or Chevrolet. The Ferrari completed 56 laps and placed 20th in class (GTO), a result that underscored why many Ferrari concessionaire teams running 365 GTB/4Cs had begun or were preparing to sell off their cars to amateur racers and collectors.

The sun was clearly beginning to set on the Competizione's racing career.



■ Maurizio Macangeli and Claudio Pietromarchi drove Palma's Group 4-converted chassis 13117 to fourth overall and third in class in the Giro d'Italia.

*Klemantaski Collection*