

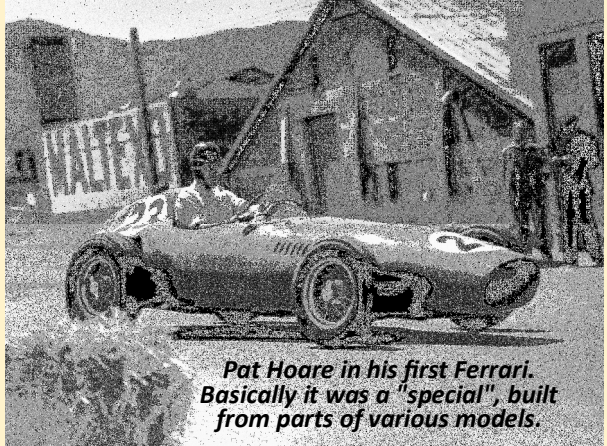
## *My Return to Motor Sport's Circuits of Competition.*

### A Monthly Series

*By Geoffrey 'Grumpy' O'Connell. 2019 Part 14 (Final)*

The explanation of Pat Hoare's dealings and relationship with Ferrari that I can accept is as follows. Subsequent to the 'Maserati 4CLT-48' he wished to purchase a 'Maserati 250F'. Accordingly he set off for the 'Maserati S.p.A.' headquarters in Modena.

En route he met-up with a war-time friend, then employed by the 'Shell Oil Company', Shell Mex House, London. The latter offered to accompany Pat Hoare to Modena to assist in the negotiations. Importantly he spoke Italian.



*Pat Hoare in his first Ferrari. Basically it was a "special", built from parts of various models.*

What was to become very relevant was that 'Shell' had a sponsor's partnership agreement with 'Scuderia Ferrari' dating back to 1929.



*Maserati 250F*

The friend soon realized that 'Maserati S.p.A.' were hoping to 'stitch-up' Pat Hoare. In the light of the friend's employer having an existing relationship with 'Scuderia Ferrari' and that he personally knew Enzo Ferrari, he suggested they should go and meet him.

They did and the rest is history. An interesting disclosure in respect of Pat Hoare's and Enzo Ferrari's relationship is that the first New Zealand Ferrari agent was set up in the 1950s. It was operated by a George Horne in Auckland, trading as 'George Horne Motor Co'. Importantly, all the Ferrari parts Pat Hoare wanted for his two Ferrari cars had to be invoiced via George Horne's company.

George Horne and his wife finally returned to their UK roots.

When George Horne's belongings were disposed of in the UK amongst the ephemera was reportedly a collection of correspondence between Ferrari, Horne and Pat Hoare. That proved that the latter was a customer of Horne's and not of 'Ferrari N.V.'



In 1958 NZ racing entrants included Archie Scott-Brown (UK), Bruce McLaren, Jack Brabham (Australia) and Roy Salvadori (UK), two of whom were driving rear engined racing cars. For 1959 Pat continued to race the 'Ferrari 625' and in the competitor's lists was Bruce McLaren.

The 'Ferrari 625' was sold to make way for what was to be the last of Pat Hoare's racing cars.

That was a 'Ferrari 246 F1 Dino' in which had competed Phil Hill\*, Wolfgang von Trips, Olivier Gendebien and Dan Gurney. Pat Hoare travelled to Maranello at the end of 1959 initially to purchase a V12 engine to replace the existing 4 cylinder, 2996cc engine in his 'Ferrari 625'. However after discussions with Enzo Ferrari he returned to NZ with a re-engined 'Ferrari 246 F1' (originally chassis no. '0007'). Subsequent to replacing the existing V6, dohc, 2417cc engine with a V12, overhead camshaft, Testa Rossa 2953cc

engine, the car was over-plated with the chassis no. '0788'. The change of power units was possible due to the class rules pertaining in Australia and New Zealand. Accordingly in 1960 he competed with the 'Ferrari 246 F1'. For some reason he always entered the ex-F1 'projectile' as a 'Ferrari 256' when it was in reality an oversize engined 'Ferrari 246'.



*Ferrari 246 F1 Dino*

At the end of 1960 in a race staged in 'Marlborough Township' Pat Hoare was driving a 2 seater 'Lotus 15' (1958-1960; Coventry Climax straight 4, dohc, 1964cc engine) which was possibly owned by fellow- country man Jim Palmer. In 1961 he was once again driving his 'Ferrari 246'. The fellow competitors in some events that year are quite breath-taking and included Jack Brabham,

*\*A report states that prior to the Ferrari 246's sale to Pat Hoare it was driven by Phil Hill to win the September 1960 Italian GP at Monza. That is not possible taking into account other substantive reports so the 'Ferrari 246' that Hill drove was probably a 'Ferrari 256 Dino'.*

**#There is no Marlborough Township. Marlborough is a region at the top of South Island. That must have been a 'Blenheim Race' which was staged 6 miles to the East of Blenheim.**

Stirling Moss, Bruce McLaren, Denny Hulme, Jim Clark, Joakim Bonnier, John Surtees and Roy Salvadori. They were all racing mid-engined racing cars. For 1962 Pat Hoare continued to race the 'Ferrari 246' (with its 3 litre engine) but this was to be his last ever year of motor racing. His decision to cease motor racing was probably due to a combination of reasons. It is suggested that for the



*Ferrari 156 F1 Sharknose*

forthcoming 1963 season he would have to acquire a mid or rear engined racing car to 'stay in the game'. To that end Ferrari were prepared to sell him a 'Ferrari 156 F1 Sharknose' (1961-1962; mid-engine V6 dohc, 1477cc or 1487cc - depending). However to achieve that deal he had to sell the 'Ferrari 246'. If that were not 'sufficient unto the day thereof .....' it was announced that for the 1964 season onwards (to 1975) motor racing in Australia and New Zealand would take place under the 'Tasman Series' rules and regulations in which initially the upper engine limit was to be 2.5 litres (to 1970).

Of course Pat Hoare's 'Ferrari 246' was powered by a 3 litre engine. Being unable to sell the 'Ferrari 246' he had it converted to a road-going, Ferrari style GTO ('Gran Turismo Omologato'). Prior to concluding this Pat Hoare epic it is worth mentioning that apart from other business interests, he was a partner in 'Gibson Motors' in Darfield town, to the west of Christchurch City. His wife's family were the owners of 'Blackwell Motors Ltd.' and 'Blackwell's Department Stores' in Christchurch. In conclusion Pat Hoare has proved to be a very private gentleman and researching him has proved extremely difficult.

After his demise in 1970, the 'Ferrari 246' passed through several NZ owners before it was acquired by Neil Corner (UK) complete with the original F1 bodywork. The latter had 'Crosthwaite & Gardiner' of Buxted, East Sussex restore it to its former 'Ferrari 246 F1' glory – still fitted with the 3 litre engine. It was purchased by Tony Smith possibly in the year 2000. It was only when he wished to enter the 'Grand Prix de Monaco Historique' that he was advised that for the car to be eligible it would have to fitted with the original V6 Dino 2417cc power unit. Fortuitously one was found and fitted - to everyone's delight.

The last two honourable mentions rather sum-up my impression that the really competent motor racing drivers are quiet and unassuming if personable characters. One such personality was Leonidas 'Leo' Voyazides who drove a variety of very quick racing cars. A Greek by birth I seem to recall he came from Andros Island but was based in London where he pursued his Greek shipping activities. Some of those were operated by 'Transmarine Shipping Agencies Ltd.', London SE1. I suppose we 'hit it off' as Rose and I must have been two of the very few motor racing activists who had a decent knowledge of Andros Island - and the rest of Greece for that matter.

The last candidate for a well worthwhile pit/paddock companion was Roger Wills. He usually turned up at a motor racing meeting with one or three racing cars and was extremely competitive. We had something in common in that he was a New Zealander, born in Greymouth, on the west coast of South Island and we are residents of New Zealand. After



periods spent in the USA and London he lived in Moscow where he was the CEO of a number of major financial firms and is married to a Russian lady.

And then there was the 'Talbot Lago T26 SC/GT' and my somewhat unfortunate misfortune to fall out of a tree, which terminated my racing track activities. At least the chainsaw went one way and I the other.

Perhaps I will be permitted to enlarge on all that at a later date.

*Geoffrey*