

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

### A Monthly Series

*By Geoffrey 'Grumpy' O'Connell. 2019 Part 13*

An agreeable fellow from the Southern Hemisphere (who will remain nameless), was a regular competitor. Apart from that he was memorable for his knowingly (or possibly unknowingly (!?!)) breaking one of the cardinal rules of motor racing. He was found racing with an oversize engine in his class. During the 2000s organisers became increasingly concerned about this possible malpractice and that gentleman was unfortunately caught out.

Perhaps as 'interesting' was that the owner of the racing car preparation firm entangled in the affair was a committee member of the organising racing club involved! None the less all was discreetly 'swept under the carpet'. I believe the owner of the firm involved, after a decent interval, was reinstated to the club's committee. There is a sage maxim that there is nothing like the 'old boys' club'.

The last few of my paddock/pit lane characters who always made the race meetings we attended more pleasurable includes Anthony 'Tony' Smith (born 1<sup>st</sup> Jan. 1939). He was a reserved but imposing man, easily identified by his bushy, quite white beard. His affluence would appear to be based on his connections with a number of well-known musical groups which included 'Genesis' and 'Pink Floyd'. But what makes Tony Smith interesting to the likes of us is his ownership and motor racing of exceptional historic cars.

They included a sensational 1991 'Aston Martin DB4GT Zagato Sanction II Coupe' (1989-1991; straight 6, dohc, 4212cc engine; chassis no. 0198/R) which he sold circa 1995.



*Aston Martin DB4GT Zagato Sanction II Coupe"*

Another gem was his 1934 'Alfa Romeo Tipo B P3 Monoposto' Series II (SF47) racing car (1932-1935; straight 8, dohc, twin supercharged 2905cc; chassis no. 50007). After manufacture the car was transferred to 'Scuderia Ferrari' who in 1935 sold it to a Richard 'Dick' Shuttleworth (UK).



*Alfa Romeo Tipo B P3 Monoposto' Series II*

Post WW2 it was converted to a two seater sports car and exported to the USA. Later it returned to Great Britain and in 1980 was returned to a 'P3 Monoposto' arrangement. Tony Smith purchased it circa 1990. Another acquisition, in the year 2000, was a 1958 'Ferrari 246 Dino' F1 racing car (1958-1960; V6, dohc,

2417cc engine; chassis no. 0007). It had been competed in by Phil Hill, Wolfgang Von Trips, Olivier Gendebien and Dan Gurney. Subsequently it was purchased by a Patrick 'Pat' Hoare (1917-1970) of Christchurch, New Zealand, described as a businessman.

Pat Hoare began motor racing in 1949 driving a 'Singer Special' (straight 4, overhead camshaft, 972cc Singer engine)

and over the next 13 years (but not 1954) he raced at almost all of the NZ circuits and tracks. In 1950 he entered an 'RA II Vauxhall' (supercharged straight 4, ohv, 1442cc engine) which was a stylish single seater racing car. For 1952 he drove an 'HRG' (supercharged straight 4, overhead camshaft, 1498cc Singer engine). In 1953 he once again raced the 'RA II Vauxhall'. For some unknown reason he did not compete in 1954. When he reappeared in 1955 he was racing a single seater 'Maserati 4CLT-48' (1948-1950; twin superchargers, straight 4, dohc, 1491cc engine; chassis no. 1596) which he purchased from the Italian Count Giovanni 'Johnny' Cernuschi Lurani (1905-1995), the VIII Count of Calvenzano who was an automobile engineer, had been a pre-WW2 racing driver and was a journalist.



*Ferrari 246 Dino F1*

## **Maserati 4CLT-48**



In 1956 he again raced the 'Maserati'. The noteworthy fact that season was the appearance of a scattering of overseas celebratory drivers which included: the Australian WW2 Spitfire fighter pilot (DFC & Two Bars) and post WW2 motor

racing driver - one Frederick Anthony Owen 'Tony' Gaze (1920-2013); Reg Parnell (UK); and Peter Whitehead (UK). For the 1957 season he again raced the 'Maserati'.

For 1958 Pat Hoare dramatically 'upped' his stakes by purchasing from Enzo Anselmo Ferrari (1898-1988) a single seater 'Ferrari 625 F1' allegedly competed in by Alfonso de Portago, Mike Hawthorne and Jose Gonzales.

Significantly the model was modified for Hoare. Instead of the European F1 engine of 2498cc, taking into account the Australian and New Zealand class ratings, he had Ferrari fit an enlarged version of the 2.5 litre 'Ferrari 625LM' sports car engine (straight 4, dohc, 2996cc unit), given the suffix label of 'Tasman' and chassis no. 0712.

And what a controversy that Ferrari purchase opened-up. Some reports of Pat Hoare's dealings with Enzo Ferrari state that he was 'a personal friend' of 'Il Commendatore'.

To explain the supposed relationship it has been pointed out that Pat Hoare was a Warrant Officer in the 2<sup>nd</sup> New Zealand Division in charge of the mobility of the trucks and armoured vehicles during the appallingly harsh weather conditions prevailing in 1944/5.

In the final push to throw the Germans out of Northern Italy that NZ unit was attached to the British 8<sup>th</sup> Army. More interestingly Pat Hoare, then some 27 years of age, was in one of the first units to liberate Modena and Maranello in April/May 1945.

## **Enzo Ferrari**



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The inference goes on to suggest that was when he met Enzo Ferrari and suggests the supposed friendship was based on the probability that Pat Hoare realised the man's importance to Italy 'getting back on its feet' post-WW2.

Furthermore that he may have put some army truck upkeep Enzo's way. It was also suggested that Pat Hoare was instrumental in smoothing Enzo Ferrari's path through the minefield of anti-fascist actions and rhetoric that prevailed at the time to be able to continue his manufacturing activities after the hostilities.

Additionally Ferrari wanted Gioacchino Colombo, a supremely talented automobile engine designer, to join him post-war. However he was under investigation for his pro-Fascist beliefs by the Partisan and Communist forces and he may well have been put in jail or, worse, shot. It is theorised that the intervention of Pat Hoare and other New Zealand Officers obtained Colombo's release and he was able to join Enzo Ferrari. It is worth pointing out that a number of pro-Axis Italian industrialists were murdered and or disappeared after Italy was liberated. Amongst those were the managing director of 'Alfa Romeo' from 1933 to 1945 who was assassinated in Milan in 1945 and Eduardo Weber, creator of the 'Weber carburettor', who was executed in Bologna in 1945.

The notion further advocates that there must have been a bond between the two seemingly disparate men as Enzo Ferrari did not sell his F1 cars to private purchasers, not even to his top '*Scuderia Ferrari*' racing drivers. To further 'stir-the-pot' another unconfirmed suggestion was made that a lady friend of Pat Hoare in those dark and dangerous Northern Italian wartime years, of whom there were a number of photographs in his photo album of that period, was an extremely good-looking Italian female of some 18 years of age.

Furthermore it was conjectured that 'Rita', for that was her name, might have been an illegitimate daughter of Enzo Ferrari. However I am unable to agree with all of those conjectures. Pat Hoare was only a Warrant Officer and would have been subject to a more senior officers orders. It would have been by sheer chance that he came across Enzo Ferrari and if he had he did not speak Italian and nor would many, if any other New Zealanders have so done.

It is incorrect to state that Enzo Ferrari never sold his F1 cars as he did so on numerous occasions although they were usually 'past their prime' when those transactions took place. Then there was the 'femme fatale'. Bearing in mind Enzo Ferrari's illegitimate Son Piero and his admittedly late in the year's acceptance into the family and fortune, I cannot accept the possibility of a supposed Daughter remaining illegitimate.

There is more in respect of this subject.

*Geoffrey*