

Sunoco McLaren #7 so Gary could leave for the hospital to be with his brother. Merle survived the accident and worked for years for an Indiana car dealership.

Joe Leonard went on to win the race in his Parnelli/Offy, Wally Dallenbach was second in his Lola Foyt (Ford), and Mel Kenyon third in an Eagle/Foyt. The winner's average speed was 140.685 mph (226.362 km/h). Gary Bettenhausen and the Sunoco McLaren were credited with six laps and 24th place.



The Blue Hilton, one of two International transporters used for the race cars between 1972 & 1976

Bill is a retired member of the Penske Sunoco Team and a former editor of the Newsletter. The photographs in this article are from his archive.

Watkins Glen Can-Am, 23 July 1972

Excited by the Road Atlanta victory, Porsche laid on a charter to bring Porsche executives including Dr. Ferry Porsche and members of the European press to Watkins Glen. This was a little premature and they were about to be disappointed.

In the two weeks since Road Atlanta, the resilient McLaren team had completely rebuilt Hulme's wrecked M20, using the chassis from his crashed car, but adding the latest modifications.

This track is familiar to most readers, and this would be Can-Am Round 3. Peter Revson qualified on the pole at 122.565 mph (197.207 km/h) in his McLaren M20. Denny Hulme was second fastest in his M20, Follmer was third in the 917-10K, Cevert fourth in last year's McLaren M8F, Hobbs fifth in the Lola T310, and Minter sixth in the aspo 917-10.

Adding interest, but not effecting the outcome, were some cars left from the previous day's endurance race. They included Jackie Ickx in a Ferrari 312P, Patrick in an Alfa Romeo T33/4 and Jean-Paul Jarier in the NART Ferrari 712M.

Hulme got ahead of Revson in the first turn and stayed there the whole race. Follmer had a bad vibration, fixed by new tires, and needed a new return spring on one of the inlet manifold valves that had caused trouble before. Hobbs was the hero of the day, taming the problem Lola and getting by Follmer under braking.

Denny finished first with an average speed of 114.44 mph (184.13 km/h), Revson was second on team orders, Cevert third, Hobbs fourth, and Follmer fifth, two laps behind.

Porsche, disappointed by their car's performance, suggested that Roger needed to replace Follmer with someone like Jackie Ickx or Mario Andretti. Both Roger and Mark thought George was the best man for the job, and resisted any attempt on Porsche's part to replace him.

SOME TIME WITH 4751

by Reijnold van der Poel

In 1995 I acquired a Ferrari 250 GT cabriolet which I sold in 2005. I missed this car so I started looking for a Ferrari again in 2012. The choice fell on a 250 GTE series III with its beautifully placed fog lights and chromed rings around the headlights.

There would be a car auctioned from the Bornholm Collection in Denmark. Tito Rubio a car restorer from Nederhorst ten Berg visited this auction for me but the car was auctioned so rapidly and at such a high price that he turned back to the Netherlands without it. However, an alternative was found at "The Gallery" in Brummen, chassis number 4751. This was a solid, rust-free car with French license plates and a French identification plate in its engine compartment but many details of the car's prior history are unfortunately still missing.

Piet Roelofs, of Roelofs Engineering, a well-known Ferrari specialist, inspected the car with its matching-number engine. He reported that it was a good basis but needed a complete technical upgrade. The car had recently been repainted in a slightly dark grey colour that nicely fits its original red



leather interior and wider Borrani wire wheels; RV3812 15x7L.

Some parts were missing: under-trays, some chrome strips, correct console wiper switch, fuse box screws, Pininfarina badges, interior light switches, jack hole plugs, ignition wiring tubes, handbrake cover, spare wheel securing bolt, tool kit and non-original wheel-spinners etc. Subsequently, nearly all these items have been found and fitted.

At Roelofs' premises all fluids were replaced together with ignition coils, ignition wiring, spark plugs, a new windshield was mounted, unnecessary non-original switches in the dashboard were removed and the dash repainted. An electrical main switch was installed, the shock absorbers were overhauled, a new clutch and release bearing installed, the window mechanism swapped, the gauges for water and oil temperature recalibrated and many other technical matters were done.

After registration the first kilometres could be driven.

In the meantime, we overhauled the steering-box with lower gearing like the 250 SWB and four new tires 215/70R15 98V, were fitted.

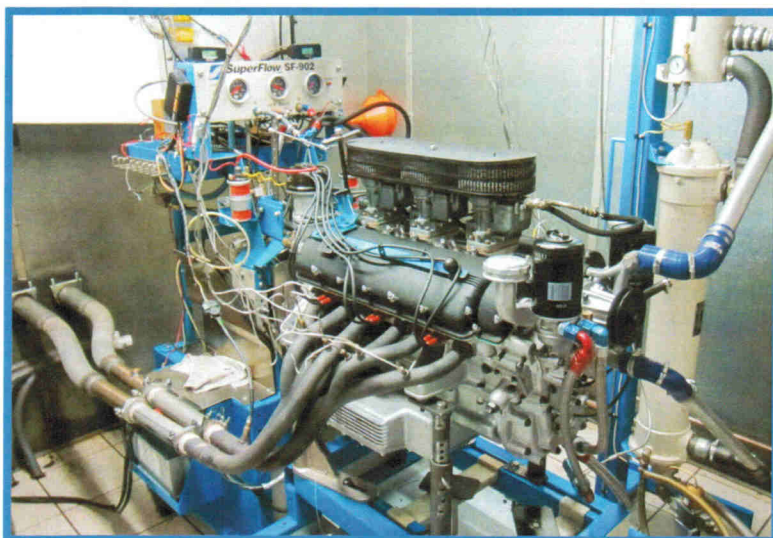
After two years a full engine rebuild was necessary because of oil leakage at the cylinder heads. This required new pistons with liners, new valves and seats for unleaded fuel, modified water pump seal and oil seal etc. A dyno test brought 240 horsepower with an extra lift camshaft.

The electrical work continued over the winter 2016/2017: replacement gearbox switches for overdrive and reverse light, new overdrive relay and repairing relay charging control lamp and voltage regulator.

Henk van Lith (www.carinteriors.nl) is at the moment restoring the side panels partly with new leather, re-upholstering the seats and remaking a handbrake cover all with new leather.

The next items will be a modern electric fan for travelling in today's traffic, a stiffer torsion bar and upgraded brake callipers.

Search Youtube for a video of 4751GT in action when it was for sale at The Gallery.



Rebuilt engine on dyno test run

All photos by Reijnold van der Poel



HVL re-trimmed seats, above & handbrake cover, below left

