

Part 4  
**Later Life**



■ All five of the John Fitzpatrick Racing Group C Porsches have survived to this day, two of them – including this JDavid 956 110 – in the hands of Henry Pearman.

*Matt Howell*

# THE COLLECTOR



**H**enry Pearman, a major player in ensuring the continuing success of Group C cars, has collected, raced and promoted them since the late 1990s. Over the years his avid accumulation of Group C Porsches has led to the creation of his famous Historic Porsche Collection, but he has also acquired Jaguar, Nissan and Toyota Group C cars.

His Group C Porsches include six ex-works cars, two John Fitzpatrick Racing 956s and a pair of 1989 Richard Lloyd Racing 962Cs, but there are also five Jaguars and a 1988 Toyota 88C. The current Group C total is 17 cars and at his peak he had 21; over the years there have been 34 in all and he has been directly involved in selling 19.

‘Collecting can easily become an obsession, even an “illness”, and seriously grabs hold,’ says Henry. ‘It first started when I was 11 and during school holidays I used to visit the Pantiles, in Tunbridge Wells, where there was a stamp shop. Life was far easier when I was collecting stamps!’

As well as collecting, the thrill of driving and racing selected cars over eight seasons in the ever-growing Historic Group C racing series was another attraction and Henry was the 2008 champion at the wheel of his Richard Lloyd Racing 962 201 GTi.

■ This view of Henry Pearman’s collection of Group C cars puts one of his favourites, the John Fitzpatrick Racing 956 114 in Skoal Bandit livery, on pole position. Henry fell in love with this car when, aged 21, he visited Le Mans in 1984 and saw it finish third overall.

*James Lipman*



■ A memorable moment for young Henry Pearman came when John Fitzpatrick Racing's 956 110 famously defeated the factory team at Brands Hatch in 1983; he was there and afterwards collected magazine reports of the occasion.

## Early days

Born in 1963, Henry grew up in Kent, and became mad about cars and motorsport as a child, with a particular fascination for Jaguar E-types from the age of just five. When he was 12 he became the youngest member of the Tunbridge Wells Motor Club, where garage owner Duncan Welch took him under his wing.

'My mother's Austin A40 had broken its diff,' Henry recalls. 'Duncan said he had a diff and would give it to me on condition that I learned to fix the car. So I bought a socket set and started working on cars when I was 13. Soon Duncan took me to events, including as passenger/bouncer in trials, and we marshalled at Lydden Hill.'

'By the time I was 15, I'd saved enough to buy an abandoned Mk1 MG Midget, with side screens. Duncan had radically modified a similar car for the classic Lands End Trial and we used to travel to Lydden in his Frogeye Sprite, so it had to be this kind of early-style car for me. I negotiated a price of £25 and paid for it with saved-up pocket money, all in coins, and Duncan kindly towed it home. Instead of revising for O-levels, I spent my time getting the car up and running, and learning all about its A-series engine.'

'When I was 15 I also entered *The Observer*/TVR Young Driver of the Year competition, which Noel Edmonds featured on BBC TV's Saturday

morning programme *Multi-Coloured Swap Shop* (not Preston Henn's!). I was lucky enough to win the south-east regional final, and then finished fifth overall in the national final at Donington Park in a TVR 3000M — so it seems I could drive all right by then! And a few years ago it was a real thrill when Noel bought an E-type V12 from us.'

After O-levels, Henry did a three-year diploma in automobile engineering at West Kent College. He soon discovered that a year above him was David Epstein, son of Jackie Epstein, who ran the Brands Hatch racing school. Periods of work experience at Brands for his college course saw him tend Formula Fords and ShellSport Sunbeam Tis, and he travelled there on his tuned Garelli Tiger Cross moped as he was too young to drive.

Further work experience at Martin Sargeant's Rolls Royce/Bentley specialist at Goudhurst, Kent, took Henry's mechanical skills further. Around this time he bought an aluminium-bodied Austin Seven Special that some fellow students had spotted in a garden with a tree growing through its middle. He joined the 750 Motor Club on the strength of that, and in the winter of 1982 he went with long-time college friend Roger Collingwood to a local talk given by Derek Bell.

'There were only 30 people and here was this Le Mans winner inspiring us all — but I was too shy to speak to him afterwards! But now I

own some of his original race cars, and raced the actual Porsche 956 that made him 1986 world champion! I never did finish the Austin Seven.'

Henry's true love was the E-type and he bought his first one as a restoration project when he was 18, having exchanged it as 'work in progress' for a 1071 Mini Cooper S that he had just fully restored, to a very high standard. 'By now I had an obsession and everything had to be perfect.'

After Henry's graduation in July 1982, Sargeant employed him full-time. His best job was carrying out the entire painting process on a prototype Rolls-Royce Phantom II, from initial preparation through to painting and hand polishing the cellulose paint. 'Martin was a total perfectionist who really took me under his wing and I had a fantastic time learning from him.'

## Enter Group C

Thus far Henry's desire to go to the Le Mans 24 Hours had been thwarted by June exams, but in September 1982 he saw sportscar racing for the first time at the Brands Hatch 1,000Kms with Roger Collingwood, who was now working at the circuit. In pouring rain they watched Porsche win the first title against Lancia. 'I shall never forget our first sight of Group C cars in action — the speed, the flames coming from the turbochargers, the thrill of it all. I fell in love with it on the spot.'

Henry and Roger made their first pilgrimage to Le Mans in 1983. They did the trip on a shoestring, driving through the night in a gutless VW Golf using *route nationales* to save on *autoroute* tolls, and camped when they arrived. 'We watched at the stretch from the Esses to Tertre Rouge. There was no Radio Le Mans then, nor spectator screens, so we listened to David Waldron's English bulletin on the PA, every hour on the hour. The Esses was a great place to watch, cars coming over the crest under the Dunlop bridge, engine revs rising at the peak, then left and right, and at Tertre Rouge you could see them disappear down the Mulsanne. And, of course, the Rothmans Porsches won with a 1-2 and we were at the finish line when the winning car seized up as it crossed. I was totally hooked!'

A few months later Roger and Henry were in the thick of it at Brands for the 1,000Kms, helping the pit signaller for the Preston Henn Porsche 956 that Divina Galica was sharing with David Sutherland and Henn himself. After the car was taken out by a Lancia at half-distance, Henry became absorbed in the superb performance of the JDavid 956 110 driven by Derek Warwick and John Fitzpatrick, and joined in with their victory celebrations. 'I never imagined that one day I would own that car!'

Friendship with Roger led to a significant

career move for both of them. A neighbour of Roger's, Keith Warren, was planning a new Ferrari specialist business and Henry and Roger were offered a share of the ownership to join him in setting it up, together with ex-banker Richard Evans. Thanks to the efforts of the four of them, Kent High Performance Cars at Sutton Valence duly had its grand opening early in 1984, complete with Land Speed Record holder Richard Noble's Thrust2 on the forecourt. Henry, still just 20, looked after sales and marketing.

The quartet went to Le Mans in 1984 in Keith's Jaguar XJ6. 'It was another Porsche win, but this time for Joest with no factory cars present. Leaning over the hay bales at the famous café to see and hear the cars flash past right in front of us at over 230mph on the Mulsanne straight, not even lifting for the kink, is something that will stay with me forever. That was an incredible year, with the lead changing three or four times a lap in the first few hours — Canon Porsche, Skoal Bandit Porsche, New Man Porsche and the spectacular Martini Lancia.'

'Jaguar were there for the first time with the Bob Tullius car. They had full hospitality, so Keith — an animated and persuasive guy — blagged our way in. But the JFR Skoal Bandit Porsches were the stand-out cars for me, with their fabulous livery, and it was a British Porsche team, the one that had won that amazing race at Brands.'

Quite quickly Henry and Roger found that Kent High Performance Cars was not going as well as expected for them financially, and in August 1984 they left. 'So on my 21st birthday I was unemployed. But the experience confirmed three fundamental rules in life my father had taught me: always tell the truth; always do what you say you are going to do; and always treat

■ This Nicholas Watts painting, showing the winning Jaguar XJR-9 leading the second-placed Porsche 962 010 at Le Mans in 1988, is Henry's favourite: 'This scene of these wonderful cars on the Mulsanne at night, with the moon out, totally captures all that I loved about that fantastic year at Le Mans!'

James Lipman





■ Partnered by Gordon Cruickshank of *Motor Sport* magazine, Henry Pearman won the 1989 Pirelli Classic Marathon against celebrated opposition. Third-placed Stirling Moss (MGB) is on left, second-placed David 'Piggy' Thompson (Lotus Cortina) on the right. Courtesy of Henry Pearman



people as you would like to be treated. These became important foundations of my subsequent business life.'

Through this period, Henry's fixation with cars intensified and quite a few passed through his hands, often found in *Exchange & Mart*, religiously studied at 6.30am every Thursday. An early MGB, a 1,275cc Mini Cooper S, an MGB GT V8 and a Triumph TR6 were at the 'ordinary' end of the scale, while a troublesome De Tomaso Pantera proved to be a mistake and a Gordon Keeble gave him his first track experience, at Goodwood. He also bought a decent E-type, an S2 roadster, for £4,250. 'This period was my

introduction to borrowing money, to pay for a car I had agreed to buy before I had sold an existing car to raise the cash — this was to become a feature of my life!'

### Birth of Eagle

Before getting involved with Kent High Performance Cars, Roger and Henry had turned down an opportunity to work with Maidstone-based Lotus specialist Peter Coleman and his son Scott. Now they reconnected with the Colemans and agreed a short-term project, an Elan chassis change, but that never got finished by Henry. Within three days they had bought into the business, putting in £10,000 each to become two of four equal partners. A key attraction for Henry was that the company also owned two dismantled E-types awaiting restoration: one was an S1 4.2 roadster — his favourite — and the other a 3.8 coupé. To get the money together he had to sell his E-type and the Pantera, which, despite the full rebuild he had done, still landed him with a 45 per cent loss when he traded it to the back-street East London dealer who had sold it to him.

Roger ran the workshop, Peter specialised in bodywork and engines, Scott did trimming and Henry looked after buying, selling and marketing. During its first few years — a boom period for classic cars — the business grew substantially, with an increasing focus on E-types, but gradually



Henry's partners turned to other ambitions and sold their shares to him. It was all very amicable — and by 1988 Henry was sole proprietor of what had evolved into Eagle E-Types.

'Now I was keen to run with the "sky's-the-limit" approach I had grown up with throughout the 1980s — I had become a risk-taker! I was still living with my parents, so I had no obligations, and I was never afraid to borrow money, often very big sums that I could only ever pay back from future sales.'

In 1988 Henry entered an E-type roadster in a new long-distance historic car challenge, the first Pirelli Classic Marathon, which followed a gruelling 2,500-mile route around Europe. With his early mentor Duncan Welch as navigator, he finished a splendid fifth out of 130 entries, just a few seconds away from a podium place.

He entered again the following year, this time navigated by Gordon Cruickshank of *Motor Sport* magazine, and they were up against Pirelli's Famous Five: Paddy Hopkirk, Stirling Moss, Roger Clark, Timo Mäkinen and Ove Andersson. 'We messed up their planned PR campaign completely — because we won! We were in the top three throughout and on the famous Alpine passes we were running in company with Stirling. At the Stelvio Pass, where I was fastest, Paddy asked how I made an E-type go so fast, because the one he had owned, he said, handled like a pig!

Mind you, the brakes were almost on fire and the water temperature had soared, with water and steam pouring out of the radiator overflow.'

Not long before Henry had met Karen, his partner to this day, and soon after the Pirelli Classic Marathon victory they went on a rare holiday to Bavaria's Black Forest with a modern Porsche 911SC. So far most of Henry's motoring had been with older cars, but occasional experiences with modern performance cars — most notably a Golf GTi Mk1 that he drove to Le Mans in 1985 — had made an impression.

'That GTi was the first modern car I drove and it was a revelation. I realised just how much brakes, transmissions and suspension had improved. The Porsche inspired me too: you could drive it hard all day, everything still worked perfectly, and it never got hot. It made me think: imagine if we could give an E-type the same capability to be driven flat out for days, on all sorts of roads, with no problems whatsoever...

'I was always obsessive about things working properly, and was inspired to apply this to the cars we restored and sold, making sure they were perfect. But the real breakthrough came in cementing my relationship with Paul Brace during that first Classic Marathon, duelling for the podium with his ex-rallycross Porsche 911, which Paul had rebuilt from a wreck and starred in BBC TV's 'The Longest Challenge'. Together

■ A pair of Eagle-numbered Jaguar E-types near completion of their 4,500-hour rebuild process; the first such car was completed in 1994.

James Lipman



■ An Eagle Low-Drag GT and an Eagle Speedster pictured with Jeremy Clarkson during filming for BBC TV's *Top Gear* in 2011, the E-type's 50th anniversary year – he absolutely loved the cars.

Paul Brace

we decided we would make E-types that are really special. This is when our re-engineering, or “resto-creations” as *Motor's* Roger Bell later put it, first started.'

In the summer of 1989, Paul joined Eagle, which now had more than a dozen staff. Shortly after, his long-term colleague, Matthew Dewhurst, also arrived to specialise in body restoration and paintwork — in which he truly excelled. The company now had the perfect ingredients to make huge strides forward. But in the autumn of 1989 the market slumped and killed the classic car market stone dead.

'We carried on and always had plenty of work, but I took a pretty radical decision to move premises, to a farm tucked away in a valley in East Sussex, bringing with me just Paul and Matthew. This is where we remain to this day.

'Our first customer for a re-engineered E-type was John McLaren, who was the catalyst for our new policy of offering purely a fixed-price, ground-up restoration to better-than-new condition and without compromise. John had owned a S2 roadster that was supposedly restored but always needed more work. He asked if Eagle could restore an E-type not just to as-new condition but make it even better. I said we could, but added that it would take three or four times longer than normal. John said, “Let's do it then.”

'So this was Eagle E-type number one, which

John still owns today. We started the project in 1992 and delivered it to him in 1994. It was built up from that dismantled S1 4.2 roadster I had spotted when I first joined forces with the Colemans back in 1984.'

McLaren later joined Eagle E-Types Ltd as non-executive chairman with Henry, the major shareholder, as managing director, and both remain in those posts today. McLaren's background was in the city, with Deutsche Bank, but he left in 1996 to become a novelist — and made a great success of it with many best-sellers.

Eagle's procedure is to totally dismantle an original E-type and start again, dialling out all the weak points, strengthening the bodyshell and other areas that need improvement, then spending around 4,500 hours on each build, over 1,000 of them on bodyshell restoration alone. Each is a bespoke project, with the customer able to select the desired level of upgrade and specify any personal preferences.

The company completes just two such Eagle E-types a year, plus one of its Eagle Special Editions. Paul Brace has engineered and designed all of these Special Editions, including the Speedster, immortalised in 2011 by Jeremy Clarkson on *Top Gear*. At the time of writing the 49th Eagle E-type was in progress and the company was gearing up to celebrate the 25th anniversary of the first one, with a special event



centred at Goodwood House for 38 Eagle commissioning owners from around the world.

'The formula works because we build so few cars that they're super-exclusive, and we offer a fantastic one-to-one, totally bespoke relationship with each and every client. It's very important for our clients to be able to enjoy the experience and look back fondly at every stage, right from the first visit. It's extremely rare for anybody to sell one: they stay in families for years, generations even.

'We keep the original car and chassis number, but it also becomes its own branded and numbered restoration of a Jaguar E-type — by Eagle. But it is so much more than a restoration. It's the original car reprocessed and re-engineered. People ask if it affects the car's value: the answer is yes, but in a positive way. An Eagle E-type is a stand-alone car, not just a restored or modified E-type.

'Our relationship with Jaguar is really good: we have kept E-types to the forefront with top-quality restorations, so it's a win-win situation.

### His first Group C car

During Eagle's gestation years, Henry's Group C enthusiasm intensified. He considers Le Mans in 1986, the first time the Silk Cut Jaguars ran at La Sarthe, as his best year there. 'It was very exciting. We went in a three-car convoy, with close friend William Tassell in his V12 E-type, Roger in the

Golf GTi Mk1 and me in a newly acquired Porsche 911 Turbo. We were all supporting the new Jaguars and the camaraderie was great; we always camped right by the Dunlop bridge, inside the circuit, and nothing was better than hearing the song of the V12 for almost a minute, down the Mulsanne.

Workload forced him to miss Le Mans in 1987, but the draw of a possible Jaguar win in 1988 was too great to resist. Porsche decided to have one last shot at the 24 Hours and built three special cars, purely for this race, in the striking colours of the German flag and Shell and Dunlop sponsorship.

'It was so tense and exciting, the absolute classic race of the entire Group C era. I always loved Porsches, but of course I supported Jaguar too and it was brilliant when they won. But I had mixed emotions, because I also went to cheer on Derek Bell and the factory Porsches. Again, I never dreamed that one day I would own one of those iconic cars, let alone all three.'

By the time Henry returned to Le Mans in 1989, when Mercedes won, he had decided that he must have a Group C car. Already he was acquiring components and when his friends were buying cracked Jaguar windscreens after practice he jokingly asked if he could purchase a complete car. 'To my absolute amazement, the answer was “yes”. TWR's Andy Morrison was selling two XJR-8s [1987 cars] for £650,000 each, and so I said I would like to try to have both — and then

■ In 2005 Henry Pearman acquired his second JFR car, the Skoal Bandit 956 114, here prominently on display while Henry (left) is interviewed by Andrew Frankel in 2012 for features in *Motor Sport* and *Purely Porsche* magazines. Moto GP and World Superbike motorcycles have become another collecting passion, with an ex-Troy Bayliss Ducati GP3 to the fore.

James Lipman



■ Models, posters... there is a place for all sorts of fascinating ephemera in the Historic Porsche Collection.  
James Lipman

racing. Helped by Peter Coleman, he had done a few races at Lydden Hill in 1988 with a Formula Ford 2000 Van Diemen until work pressures intervened, but he resumed in 1995 for a happy three-year spell with a Porsche 911 3.2 Carrera in club events as part of Porsche specialist Mark Sumpter's Paragon team.

In 1999 Henry and Karen took a few days' holiday in Belgium at a favourite haunt, near Spa, and Henry could not resist popping over to the circuit to see what was going on. 'It was a track day and Siggie Brunn was running three 956s. One was the Skoal Bandit 956 114, which I had last seen at Le Mans in 1984. Martyn Konig had just bought the car and it was absolutely wonderful to see it again, especially as that livery is my favourite of the Group C era. Siggie himself was driving 956 108, and his son Philipp was in the reconstructed Fitzpatrick 956 102. I was offered a ride with Philipp, without belts, and I got out with the biggest grin ever. I knew I just had to have a 956, especially after spending so many years wearing out the famous "In-car 956" video!'

A few other chances to buy a Group C Jaguar came and went. At the 2000 Goodwood Festival of Speed, Henry went after an XJR-11 at the Bonhams auction. 'I had negotiated special terms to allow me to pay over a period, but the car went for over double the reserve and I was forced to pass. An XJR-12 then came up with a dealer, but as I was figuring out the finance, the price went up by 50 per cent. So I thought, OK, fate decrees that I'm not meant to have a Group C Jaguar.'

That autumn Dick Crosthwaite of restorers Crosthwaite & Gardiner took Henry to visit Tony O'Neill, who lived locally and had a collection of race Porsches. 'There in Tony's workshop was a 1986 Silk Cut Jaguar XJR-6LM sitting in front of a staggering line-up of eight Group C Porsches. The Jaguar was chassis 385, Win Percy's car at Le Mans, where it retired after a driveshaft joint failed at around midnight. After that it went straight into TWR's collection and didn't race again — so it was one of the very best examples. Tony got it from TWR because he was acting for an American buyer who wanted the 'best and most original' Group C Jaguar and this was the one TWR offered.

'I made a bid for it there and then, without even knowing the price; I knew that I would somehow sort out the money. Tony correctly needed to wait for the American to decide whether he wanted it, but luckily he didn't come back within the specified time frame — so it was mine... my first Group C car! Tony kindly gave me three months to raise the finance. A favourite quote I often repeat to myself is this: "Every negative is actually really a positive in disguise,

but it's just that sometimes the disguise is really good." Now, missing those other Group C Jaguars made perfect sense.'

In 2001 the 40th anniversary of the E-type was celebrated at Donington and there Henry first met Win Percy, the man who had raced his newly acquired Group C Jaguar. They got on so well that Henry invited him to the Classic Adelaide Rally, where Eagle was running a three-car team of E-types. During the event, conversation turned to the Jaguar XJR-11 with which Martin Brundle had won at Silverstone in 1990; it was available, and the deal was done on the spot — with a kindly agreed 18-month stage-payment programme.

'The Classic Adelaide Rally was also amazing as we spent the event on the road with another Porsche hero, Vern Schuppan, winner of that very first Le Mans I had attended, back in 1983. Vern is such a great guy and an enthusiast, and at each of the road stops on the rally I was hanging on his every word. It turned out that he was a real fan of Group C Porsches and had bought all of the ex-works Rothmans cars from the factory over a period before selling them on. And so I became absolutely determined to track down the whereabouts of all the ex-works team Porsches now in private hands.'

## Early Group C Porsche purchases

The first Group C Porsche Henry owned came from Tony O'Neill, in April 2002. This was the Richard Lloyd Racing 962 201-GTi, the 1990 Le Mans car in pink Japanese Italiya Sports livery; it was incredibly original, with the scrutineer label still in place from that season's final race. He soon also persuaded Tony to part with another RLR Porsche, the original Canon-liveried 956 106 that, as a young fan, he had supported along with the JFR cars. This was the 1984 Brands winner, now in its later Brun Eterna livery, but Henry wanted to take it back to the original Canon colours.

'I figured that this pair gave me the book-end package of the story of the RLR Group C Porsche campaign. This desire to collect sets is possibly a throwback from childhood stamp-collecting!'

In August 2002 he visited Monterey and Pebble Beach for the first time. Viewing the auctions, he bumped into Adrian Hamilton, who said that the JDavid 956 110 was being sold by a big Porsche collector in California. This was the 1983 Brands Hatch winner, the actual car that beat the works Rothmans team when he was in the pits during the race. 'I said I would take it on the spot before I even asked how much it was — and, as ever, I would have to sort out later how to pay for it!'

By the end of 2002, the collecting bug was arguably getting out of control, with more of

O'Neill's cars making the short trip to Henry's premises to join a growing array of Group C jewels. 'Tony was very helpful in assisting with a stage-payment plan, and one day in December I sat with him until almost midnight and wouldn't leave until we'd agreed a package deal of three: the Brun 962 003-BM Hydro Aluminium car of 1989; the Kremer 956 115 Liqui-Moly (formerly Kenwood) car in which Vern Schuppan convincingly led Le Mans in 1984; and Tony's "special project" 962, which utilised 1987 ex-works 962C bespoke components and body. For this, I later located and fitted the engine from the 1987 Le Mans winner and even found that car's totally original doors, just as they finished the race, but these are kept on proud display.'

During 2003 Dick Crosthwaite made another significant introduction, this time to Murray Smith, who not only owned and raced the ex-RLR 962 200 — sister car to Henry's 201 — but also had an ex-works 956. This was 956 008, the Bellof/Mass car that led the first four hours of the first Le Mans Henry attended, back in 1983.

'I simply couldn't believe it. Back in the late 1990s I had noticed California-based dealer Fantasy Junction advertise a Rothmans Porsche and at the time I was staggered that there was a car in private hands at all. The simple fact was that, in period, you had to have won Le Mans for the Porsche factory in order to acquire an ex-works 956, so all the cars released went to Vern Schuppan, Jacky Ickx and Derek Bell. This was a car that went to Derek.

'Needless to say, I immediately started discussions with Murray in an attempt to acquire both cars from him one day. I managed to negotiate a long-term, stage-payment deal and we drove the Rothmans car together at the 2004 Goodwood Festival of Speed. I also bought 962 200 but soon had to sell it to a friend, George Purdie, when my somewhat pressing cashflow requirements got too much, but only on condition that I could have first option to buy it back later — which I finally did... in 2018!'

## The crazy year

Looking back, Henry describes 2004 as 'a crazy year, in fact almost totally insane'. Besides running Eagle, he was not only accumulating Group C Porsches but also seeking other Group C cars, notably Jaguars, all the while juggling myriad stage-payment and finance deals, and racing his XJR-11 in Historic Group C events. On top of all this, he became even more engrossed in his mission to track down all the ex-works 956s and 962s.

A significant step in that quest came when Group C restoration specialist Trevor Crisp told him that all three Shell/Dunlop cars raced by



■ Just part of the collection in 2012: foreground left are 1989 Miller Porsche 962 and 1990 Castrol Jaguar XJR-12, both Daytona winners; at far right are 956 110 and 956 106; the three Shell/Dunlop Porsches are 962 010 (17), 962 007 (18) and 962 008 (19); the Rothmans Porsches are (from left) 962 004, 956 008 and 956 001; and the Silk Cut Jaguars are XJR-6LM (left) and 1990 Le Mans-winning XJR-12. James Lipman

the factory at Le Mans in 1988 were in America owned by Aaron Hsu and his brothers. It turned out that Hsu was prepared to sell 962 010, the one in which Derek Bell finished a close second to Jaguar, as well as a Jaguar XJR-9, but he was unresponsive to Henry's need for payment terms to allow the purchase of both cars.

'Aaron's opinion was that if you want to buy something, then just pay for it — if you don't have the money, you can't buy the car. I explained that I had managed to acquire all my cars to date without having cash on the day, and needed help time-wise. In the end I got it all together, spurred on by learning that a big American collector wanted 962 010. On two consecutive days I managed to get the finance company to pay for the XJR-9 and raised enough myself from the sale of other cars to pay Aaron in full for the Porsche. It was close — this time fate was smiling!'

Henry's brinkmanship seemed to know no bounds at this time. Very soon after learning about Hsu's cars, he heard that the very first works Group C Porsche, 956 001, as debuted at Silverstone in 1982, was available — irresistible! After another round of complex negotiations, he concluded a deal with the American owner, Champion Porsche, then the largest Porsche dealer in the world, for a manageable deposit with the balance due within three months.

Needless to say, Henry's numerous finance arrangements had maturity dates, and as 2005 began he faced a series of deadlines in quick succession. 'In the end the only option left was to fully remortgage our house and the business premises, which understandably didn't go down at all well indoors. I had the largest set of commitments I'd ever made and the challenge was well and truly on. Some people were expecting

me to default but I didn't — that guiding rule, "always do what you say you will do", is crucial.'

Early in 2005 he decided to go to America with his friend Mark Sumpter to check out 956 001 (at Champion Porsche in Florida) and 962 010 (at Rick Villate's premises in Atlanta), both soon to become his, and tied this in with a visit to the Daytona 24 Hours. Prior to the race, they attended a talk by Derek Bell — 'so like that 750 Motor Club event back in 1982 and I was still too shy to chat much!' Derek mentioned that the speedway's 'legends' demonstration that weekend included his 1989 Daytona-winning car, the famous Miller-sponsored 962 108 C-2 that is acknowledged as the fastest Porsche of the period thanks to Jim Busby Racing's development work. Straight after the talk Henry went to find the car and it transpired that the owner might be willing to sell and was looking to buy a Silk Cut Jaguar

to race — so Henry did a straight swap for his ex-Brundle XJR-11. Bingo! Actually Henry had rather fallen out of love with that Jaguar after seeing Brundle nominate it as 'The Worst Car I Ever Raced' in *Motor Sport* magazine.

The next challenge soon followed. While racing during 2004, Henry became friendly with Martyn Konig, who was campaigning that favourite Skoal Bandit 956 114 with great success (see Chapter 11). After an eye problem obliged Martyn to stop racing, he decided to part with his beloved car — an opportunity that Henry could not possibly let slide by. Martyn agreed a 12-month payment schedule and the deal was done.

'Just as my commitments were looking slightly more settled, in late 2005, Martin Brundle made contact to say that it suited him to part with a Jaguar XJR-6 I had helped him to acquire from TWR after it went bust a couple of years earlier.

This was the very first Group C Jaguar, the one that he had developed and then shocked the works Porsches on its debut at Mosport in 1985. Martin wondered if I knew anyone who might be interested — silly question! My chosen finance company paid Martin on 27 December so I had a slightly belated Christmas present.’

When finalising this deal, Martin said the Jaguar they both should have bought was the 1990 Le Mans-winning XJR-12, and about a year later its new owner, Aaron Hsu, offered it to Henry. The outcome, once it became clear that Hsu was happy to sell some Group C Porsches as well, was a complicated five-car deal — four for Henry and the iconic FATurbo 961 011 for his friend and now fellow Group C Porsche addict Mark Sumpter. Besides the XJR-12, Henry also got the sole remaining Castrol Jaguar, the 1990 Daytona winner, together with two ex-works 962Cs, the Rothmans 004 and the Shell/Dunlop 008. Aaron now fully understood Henry and generously offered terms for payment.

At around the same time Henry snapped up Tony O’Neill’s last two Group C Porsches, both ex-Brun cars, when they became available. These were the Jägermeister 962 006 BM, which used the same part-carbon bespoke John Thompson monocoque as Henry’s Hydro Aluminium 962, and the Repsol 962 163, a particularly original and little-used specimen.

Throughout all this, cars sometimes slipped from his grasp. Two significant ones, both ex-works 956s from 1983, eluded him within weeks of each other in 2007: someone else beat him to 956 007, which Stefan Bellof flipped spectacularly at the Nürburgring and was now a ‘show car’, while 956 003, that year’s Le Mans winner, sold at auction for a price beyond his reach.

## Historic Group C racing

In 2002 Henry had his first race in a Group C car, at Snetterton with the Jaguar XJR-11 that he had bought the previous year. Prior to his purchase, Win Percy had been racing this Don Law-run car for its previous owner, and winning with it, so Henry decided to keep Win and Don on board.

‘It was the first time I had ever raced a turbo car. Win and I came out best in a big battle with the Aston of David Leslie and Paul Whight, even though I had a problem with the brake pedal after entangling my foot with the brake-bias cable. Afterwards Win proclaimed that I was a “superstar” — but it was just so easy to drive.’

After this Group C baptism, in 2003 Henry took the Jaguar to Spa, where Percy won with it, and Silverstone, where the starter motor failed during qualifying and could not be fixed for the race. That weekend Henry also brought along

‘For me, these wonderful Group C Porsches are still the best endurance race cars ever made and there’s so much you can do with them.’

his ex-Richard Lloyd 962 201 for its first race, but problems with intermittent cutting out and excessive tyre wear also sidelined it — but not before Win was able to have his first Group C Porsche experience. He qualified it on the front row and raved about how easy it was to drive at competitive speeds.

In 2004 Henry competed in the first Historic Group C event at Le Mans with the XJR-11, but three weeks before that he took it to Spa. ‘It was lashing down with rain in qualifying. I was heading up the long Kemmel straight when Paul Whight’s Aston hit me from behind at 170mph, going flat out; he hadn’t seen me as he pulled out to pass another car in a ball of spray. There was a lot of damage but I was fine, apart from being angry about such an unnecessary accident — the only one, thankfully, I have ever experienced. Paul’s car travelled the length of the straight after he hit me but he only hurt his ankle — which is a real testament to the safety of these cars.

‘I had also brought 962 201 for a track day to establish the cause of the cutting out and the Belgian stewards kindly let me run it in the race, starting from the back — my first race in a Group C Porsche! It was fantastic, just what was needed after the accident, and I managed to work my way through to fifth by the end, chasing Martyn Konig in the Skoal Bandit 956 for a while.’

Somehow Don Law got the Jaguar repaired in time for Le Mans, where Henry qualified fifth among 37 cars and finished seventh in the race, despite a stone holing the radiator. ‘That was very special, although initially I was shocked by the way the tramlines down the Mulsanne straight snatched the steering wheel from your hands.’

Jaguar outings at Brands Hatch and Donington followed, with ever-improving results in the two races at each venue. Brands brought fifth and fourth places, then in Donington’s first race Henry



went one better and stood on the podium — and, finally, the second Donington race saw him stand on the top step. ‘That was the perfect conclusion to a thrilling season.’

Early in 2005, while at Daytona, Henry learned that the owner of 962 108 C-2, the car in which Derek Bell won the 1989 Daytona 24 Hours, was interested in exchanging it for the XJR-11, so a straight swap was done. Consequently, Henry turned to ‘Pinky’, his trusty 962 201, for that season. The car was now running well after its earlier trouble, diagnosed as an ECU problem, and he drove it at Brands Hatch (sixth and eighth) and Silverstone (seventh and tenth).

## Racing the Skoal Bandit

When Henry made his final payment on the Skoal Bandit 956 114 and took ownership, he was itching to race it — so this became his steed for 2006. ‘I had always wanted to race a 956 and now that dream came true. Siggie Brunn ran 956 114 for Martyn and it made perfect sense for him to continue to do so for me. The team drove over with its period transporter from Germany for the first round, at Brands Hatch.

‘The car was on crossply tyres, and I didn’t have enough confidence with its smaller 16-inch wheels and tyres, so I qualified some five seconds off Martyn’s last outing there. Mark Sumpter’s ex-Schuppan 962 had emerged from a ground-up rebuild by Trevor Crisp, and this was his debut Group C race. He set an incredible 1 min 23s to

qualify fourth while I started ninth with a 1m 29s. In the two races I found a second a lap to finish 11th and ninth overall, both times winning my class [for 956s and pre-1987 962s].’

The next round was at the Nürburgring — Henry’s first visit there. On arrival he was amazed to find a 956 that he had long admired in the next garage. This was the ex-Joest no. 8 New Man car that he had watched fighting for the lead at Le Mans in 1984, and seen again seven years later when he and Karen visited Peter Kaus’s Rosso Bianco sports car collection in Germany. The museum had recently closed and its contents sold, this 956 passing to an owner who had Alexander Seibold maintain and race it.

‘It was incredible to see this car again and I couldn’t wait to be out on track with it — two 1984 Le Mans cars together. It turned out that Alexander raced in the Porsche Cup and a lot of German pride was at stake, so he wasn’t happy when I was two seconds quicker in practice, and eighth on the grid to his ninth. My car was now on 17-inch front and 18-inch rear wheels with radial Dunlops and I felt much more confident.

‘Inadvertently I was now involved in the battle for the top German team honours and was instructed by Siggie to turn up the boost from 1.15 to 1.3 bar for the first two laps of the first race. I had worked out that it would be better to brake and turn in early for the very tight first corner, and as I did that I saw Nick Rini, who was alongside me on the grid in his Jaguar XJR-12,

■ Henry turned to Historic Group C racing in 2002 and for his first three years he competed with this Jaguar XJR-11, culminating in a first solo victory in his final race with the car, at Donington in 2004.

*Linzi Smart*



■ For his 2006 season of Historic Group C, Henry fulfilled a long-held ambition to race a Porsche 956, taking in events at Brands Hatch, Spa, Nürburgring and Paul Ricard with the Skoal Bandit; here he is at the season-opening British round, learning the ropes with the Sigi Brunn-prepared car.

David Dykes

brake late and go off with a host of people, smoke pouring off their locked wheels. I was fully “zoned in” with my head down and pressed on to finish sixth overall with a third class win.

‘I was on a real high on the slow-down lap — until I drove down the pitlane to be confronted by a furious Rini gesturing unpleasantly. As I parked he ran over to tell me he was going to smash me off the track the next day, as I had pushed him off at the first corner. That burst my balloon on the spot, especially as I knew I had been nowhere near him. Sigi, furious and unwilling to let it go, examined rubbed bodywork on various cars to establish the colour of paintwork and took photos — all very forensic. The next morning Penny Graham came to the rescue with photos she had taken of the incident and, guess what, I was already halfway to the next corner. At least Nick was very apologetic and it looked like our pending stock-car race was now off.

‘He and I again lined up side by side for the second race and this time I decided it would be better to back off to avoid any first-lap clash. We actually had a fantastic race-long battle, me locked onto his tail throughout, but he had the advantage with his 7.4-litre V12 engine and a car that was nine years younger. Near the end, Jim Mullen caught and passed me in his Spice, and was chasing Nick hard while I watched from a few lengths back. As Nick approached the hairpin at the far side of the circuit, I saw that he was on the wrong line and, sure enough, he spun and both

Jim and I sailed past. I recorded another sixth overall with the class win and my fastest lap was almost seven seconds ahead of Seibold’s — so I was honoured by an ecstatic Team Brunn. It was one of my best races in Group C.’

Spa came three weeks later. Seven years after Henry’s first 956 ride as a passenger with Philipp Brunn, he was due to have Philipp as his partner in the one-hour feature race. ‘Sigi had fitted some basic telemetry, the first time I had the luxury of data to pore over. In Friday qualifying I was 4.5 seconds off Philipp’s time, but still fast enough to record our class pole and eighth overall. From the telemetry he identified that I was losing half the time through Eau Rouge.’

Then Sigi discovered some traces of metal filings in the engine oil. He decided the engine had to be changed overnight and when the job was finished, just 40 minutes before the race, he wanted to test the car. With Henry following in his Range Rover, Sigi drove onto the public road to Stavelot (it was not yet closed for racing) and blasted off into the distance, then returned a few minutes later and confirmed that all was well.

‘That was stressful. Time was so tight that we drove the car straight to the collection area and out to the grid. Philipp started the race and flew, knocking two seconds off his qualifying time, and I jumped in after the mid-point. We were elated to finish fifth overall with another class win — and at last I had a trophy from Spa.

‘The following day, I drove solo for the



30-minute race and finished sixth. Afterwards we studied the telemetry: I had bettered Philipp’s qualifying time by almost a second and knocked over five seconds off mine. After quite a long pause, he said, “At Eau Rouge you appear to have gone faster and carried a higher exit speed than me.” Clearly I had an excellent teacher! Looking back now, it was an incredibly exciting and rewarding weekend — eventually.’

The Silverstone Classic followed. After the problem with his 956 engine at Spa, Henry felt he could not risk damage to Brunn’s spare and decided instead to race a V12-engined Jaguar for the first time, namely the XJR-9 he had acquired from Aaron Hsu at the end of 2004; he retired with oil pressure problems.

Back with the Skoal Bandit 956, the season finished at Paul Ricard with support races for the spiritual successor to Group C — the FIA GT Championship. Again Henry shared his car with

Philipp in the one-hour race and Philipp also did a shorter race.

‘I found Ricard a hard track to get to grips with, but Philipp really flew and qualified third overall. My best time, three seconds off his, put me fifth, and I was pleased to be closer to him than at Spa. In Philipp’s race on the Saturday he battled for the lead and finished an incredible second, just behind Chris Randall’s NPT1 Nissan. The next day he drove the first stint in our shared race and again he was quick, but when I took over the engine wouldn’t restart. We lost half a dozen laps before it decided to play ball, by which time I had no appetite to go flat out for no gain whatsoever. We finished sixth among just nine cars but kept a clean sweep of class wins. That would have secured us the ‘unofficial’ Group C/GTP overall endurance championship had the format been as used from 2008.’

Henry did not compete with the Skoal Bandit

■ During 2008, Henry’s last season of racing, he campaigned ‘Pinky’, the ex-Richard Lloyd Racing 962 201. He had a superb year with it, ending up as champion.

Linzi Smart

## Results, Porsche 956 114, Historic Group C, 2006

|           |                       |                   |               |       |              |              |
|-----------|-----------------------|-------------------|---------------|-------|--------------|--------------|
| 3–4 Jun   | Brands Hatch (GB)     | Race 1 (30 mins)  | Pearman       | Q9    | 11th overall | 1st in class |
|           |                       | Race 2 (30 mins)  | Pearman       | Q9    | 9th overall  | 1st in class |
| 23–25 Jun | Nürburgring (D)       | Race 1 (30 mins)  | Pearman       | Q8    | 6th overall  | 1st in class |
|           |                       | Race 2 (30 mins)  | Pearman       | Q8    | 6th overall  | 1st in class |
| 14–16 Jul | Spa-Francorchamps (B) | Race 1 (one hour) | Brunn/Pearman | Q8    | 5th overall  | 1st in class |
|           |                       | Race 2 (30 mins)  | Pearman       | Q8    | 6th overall  | 1st in class |
| 19–20 Aug | Paul Ricard (F)       | Race 1 (30 mins)  | Brunn         | Q3    | 2nd overall  | 1st in class |
|           |                       | Race 2 (one hour) | Brunn/Pearman | Q3/Q5 | 6th overall  | 1st in class |



■ Special gatherings in 2007 for the 25th anniversary of Group C included the Goodwood Festival of Speed, where 956 114 was one of four Pearman cars to attend, driven up the hill by Derek Bell, Vern Schuppan, Mark Sumpter, Murray Smith and, of course, Henry himself.

*Motorsport Images/LAT*

again, although he raced for two more years, now partnered by ex-Formula 1 driver Mike Wilds, whom he had first met during his Brands Hatch work-experience days. In 2007 they campaigned his newly acquired ex-Le Mans Nissan R90CK and in 2008, back with 'Pinky', they had a very successful year with Henry winding up as champion, determined by the number of laps led over the season.

### Group C's 25th anniversary

The 25th anniversary celebrations for Group C made 2007 a busy year, particularly because Henry

became heavily involved in efforts to capitalise on the anniversary by improving and promoting the racing series. Besides this, there were other special occasions throughout the year.

It started in March with an invitation to take Derek Bell's Daytona-winning Miller 962 to Florida for the Amelia Island concours, where Derek was the 'Honoree'. In June Henry provided four of his Group C cars, including the Skoal Bandit, for a 17-car tribute at the Goodwood Festival of Speed, with original factory drivers demonstrating them. For the Silverstone Classic in July he sent his entire Group C collection

■ This prized possession, won in 2007 at Rennsport 3 at Daytona Beach, was awarded for the most original race car – 956 001. It was a very busy year, with the Miller 962 starring, with Derek Bell, at the Amelia Island concours in March and the entire Group C collection displayed at the Silverstone Classic Group C 25th anniversary celebration in July.

*James Lipman*



— 'a massively challenging exercise' — for a gathering that numbered an incredible 76 Group C cars. And in November Porsche Cars North America invited the Miller car back to Florida, accompanied by Henry's Rothmans 956 001, for star billing at Rennsport 3 at Daytona Beach.

'We certainly maximised every opportunity that anniversary year, but it was exhausting!'

### Changing times

With many new commitments in full swing during 2007, Henry was forced to release a few cars from the collection. Then, with the Lehman Brothers

collapse in September 2008, he thought it was time to be prudent, remembering the effect of the 1989 downturn. He decided to take a complete rest from Group C and focus fully on Eagle, to be ready in case times became hard — which was looking distinctly possible. And, of course, it became far more difficult to borrow money.

'Karen had put up with everything being so all-consuming over the previous three years, and she said that it needed to change. She was right: I really needed to focus on Eagle. We had more work because people were now investing in tangible assets rather than stocks and shares and

■ At the 2011 Salon Privé, held near London at Syon Park, Henry performed a logistical miracle to mount a huge display of his Group C Porsches. This view shows five-times Le Mans winner Derek Bell with 'Derek's Dozen' – cars with which he has a personal link.

*Tim Scott*



■ Henry at Salon Privé in 2011 with his beloved ex-Richard Lloyd Racing 962 201, which was one of his earliest Group C Porsche purchases.

*Getty Images/  
David M. Benett*



■ A huge thrill came in 2015 when Valentino Rossi, MotoGP motorcycle racing legend, attended the Goodwood Festival of Speed for the first time. Beforehand, Rossi asked to drive a Rothmans Porsche and sent the organisers a picture of 962 004, which Henry was honoured to provide for him from the collection.

*Motorsport Images/LAT*



it turned out to be the start of Eagle's golden years — which I am delighted to say continue to this day.'

But gradually the Group C obsession bubbled up again. While the E-type's 50th anniversary year, 2011, was busy for Eagle, there were Group C activities too. At Salon Privé, held near London at Syon Park, Henry overcame tricky logistics to put on two displays: one represented Eagle, including its stunning new Speedster as featured on *Top Gear*, and the other embraced all of his Group C Porsches, which now numbered 15. Of these, 12 had a link with Derek Bell — 'Derek's Dozen' — so it was most appropriate that Derek was present and able to talk about each of them.

'My only negative about my Salon Privé display was the lack of the third Shell/Dunlop 962, 007, which was still in America, where every single ex-works car had resided before my acquisitions. So it was quite something when Rick Villate phoned a few months later to say that the owner was thinking of selling — and I couldn't resist.

'As always seemed to be the case, another "dangerous" challenge soon followed. In March 2012 Gooding auctioned the spectacular Matt Drendel Collection at Amelia Island, with some totally fabulous cars on offer. The one that interested me most was Derek Bell's double Daytona-winning 962 103 but there was also 962 HR1, the famous Lowenbrau car that Derek took to so many IMSA wins with team owner and co-driver Al Holbert. Of course, I had to attend — even though I'd only just paid for the Shell/Dunlop car and things were getting tight again. But I didn't get either car: I only got in one bid for 103 before it soared out of reach, and then I decided not to chase HR1.'

Clearly Henry was now fully in Group C collecting mode again after his pause and so it has continued ever since, Jaguars continuing to vie with Porsches for his attention, along with the occasional Nissan and Toyota from the Group C era, and even the Audi that he saw win Le Mans in 2004, the year he competed there in the support race with his XJR-11. Sometimes the pursuit of special cars has required others to be sold, and in one instance he even had to sell an ex-works 956, one that he had long coveted, less than a year after securing it.

This was 956 009, which dominated the 1984 season with five wins from seven starts. 'Many years earlier I had tried hard to get this car, only for the owner to say: "I'd rather set fire to it than take that money." Well, that told me. And, indeed, soon after it sold for almost 50 per cent more than I'd offered. But I was totally smitten and determined not to make the same mistake again — and when it came up I got it. But soon, after quite a lot of other purchases, I was getting stretched again and sadly it had to go.'

Four more of Henry's Group C Porsches — the ex-works 956 001, the Canon 956 106, the Brun 962 003 and the Miller 962 — also moved on in this 2015–16 period. 'I never bought cars in order to later sell them — it has always been entirely to do with the passion. But like any collection, mine has been a living, breathing thing, so when something really special crops up, other cars ultimately might need to go, and I've had to sell a few cars to raise the money for new purchases.'

In the midst of this a huge highlight came at the 2015 Goodwood Festival of Speed. After years of trying, they had finally persuaded legendary motorcycle racer Valentino Rossi to attend. Rossi asked to drive two specific cars and one was Henry's Rothmans 962 004, which had just completed restoration by Trevor Crisp. 'That was thrilling as I'm so keen on MotoGP. He was besieged by crowds when he got in the car — the Rossi effect is quite astounding. I was a little

## Historic Porsche Collection

### Current cars

| Chassis | Original team      | Active years | Colours                           | Main drivers                                      | Year acquired | Notes                               |
|---------|--------------------|--------------|-----------------------------------|---|---------------|-------------------------------------|
| 956 008 | Works              | 1983–85      | Rothmans                          | Bellof, Mass, Schuppan, Dumfries, Brabham         | 2003          | Led '83 LM, Norisring Bellof win    |
| 956 110 | Fitzpatrick        | 1983–84      | JDavid, Skoal Bandit, Rollei      | Fitzpatrick, Hobbs, Warwick, Edwards, Keegan      | 2002          | Brands & CanAm winner '83           |
| 956 114 | Fitzpatrick        | 1984–86      | Skoal Bandit, American 100's, etc | Boutsen, Hobbs, Gartner, Villota, Véléz           | 2005          | JFR's most prolific car (LM x3)     |
| 962 004 | Works              | 1985–88      | Rothmans                          | Mass, Ickx, Watson, Holbert, Wollek, Bell, Struck | 2007          | LM: pole '86, 5th '88               |
| 962 007 | Works              | 1987–89      | Rothmans, Shell/Dunlop            | Mass, Wollek, Schuppan, Merwe, Ludwig             | 2012          | LM: pole '87, long-time lead '88    |
| 962 008 | Works              | 1987–90      | Rothmans, Shell/Dunlop            | Bell, Struck, Wollek, Schuppan, Andretti, Ludwig  | 2007          | Many poles/podiums '87, 6th LM '88  |
| 962 010 | Works              | 1988         | Shell/Dunlop                      | Struck, Bell, Ludwig                              | 2004          | Last works car: pole/2nd LM '88     |
| 962 011 | Works-backed Joest | 1989–93      | Blaupunkt, Momo, FATurbo          | Wollek, Jelinski, 'Winter', Schneider             | 2018          | Last 962 WSPC win, ultimate 'Evo'   |
| 962 200 | Richard Lloyd      | 1988–90      | CABIN, Porsche Cars GB            | Bell, Weaver, Needell, Hobbs, Donnelly, Cobb      | 2003 & 2018   | Built for Bell '88, full '89 season |
| 962 201 | Richard Lloyd      | 1989–90      | RAIKA, Italiya Sports             | Andskar, Hobbs, Hill, Weaver, Reuter, Lehto       | 2002          | Final 962 podium, LM '89 & '90      |

### Past cars

| Chassis     | First team    | Active years | Colours                      | Main drivers                               | Years owned | Note                                   |
|-------------|---------------|--------------|------------------------------|--|-------------|--|
| 956 001     | Works         | 1982         | Rothmans                     | Ickx, Bell, Mass                           | 2004–16     | First works car; Silverstone class win |
| 956 009     | Works         | 1983–86      | Rothmans                     | Bell, Bellof, Struck, Ickx, Watson, Wollek | 2015–16     | Seven world championship wins          |
| 956 106     | Richard Lloyd | 1983–86      | Canon, various Brun          | Palmer, Lammers, Boutsen, Rosberg          | 2002–16     | Brands win '84, Brun '85/86            |
| 956 115     | Kremer        | 1984–86      | Liqui Moly, Kenwood          | Winkelhock, Schuppan, Jones, Jarier        | 2002–17     | Led '84 LM in Kenwood colours          |
| 962 111     | Nova          | 1985–89      | Advan-Alpha                  | Takahashi K, Acheson                       | 2005–06     | All Japan championship winner x3       |
| 962 163     | Brun          | 1990         | Repsol                       | Brun, Pareja                               | 2006–12     | Used just for final 2 WSPC rounds      |
| 962-CK6-87  | Kremer        | 1987-88      | Leyton House                 | Fouché, Konrad, Taylor, Nissen, Grohs      | 2004–07     | LM: 4th '87, 8th '88                   |
| 962 003 BM  | Brun          | 1989–90      | Hydro Aluminium, FromA       | Grohs, Brun, Huysman, Konrad, Larrauri     | 2002–16     | Mexico 2nd '89, LM x2, bespoke body    |
| 962 006 BM  | Brun          | 1989–90      | Jägermeister                 | Larrauri, Dickens, Konrad, Ratzenberger    | 2005–08     | Bespoke part-carbon chassis, 4th Spa   |
| 962 108 C-2 | Busby         | 1988–89      | Miller High Life, BFGoodrich | Wollek, Brassfield, Andretti J, Bell       | 2005–15     | Daytona: pole/2nd '88, winner '89      |
| 962-TS-03   | Schuppan      | 1991         | 0123/Art Sports              | Haywood, Weaver, Taylor                    | 2004–05     | Full carbon tub & bespoke body         |

worried that he might not be careful enough when driving it but he turned out to be so respectful.'

Henry is still buying Group C cars. His most recent Porsche, bought in 2018 from Mark Sumpter, is the works-supported, Joest-run 962 011 that secured the final world championship race win in 1989, at Dijon — the last Group C Porsche victory. It is presented in FATurbo livery with high-downforce bodywork, as seen in 1993.

'It's probably the ultimate Porsche race car you can buy. No 919 Hybrid has become available yet, and if you could get one you could never run it anyway, let alone simply turn an ignition key and immediately start it, as with a 956 or 962.

'In spring 2019 an opportunity to join Bob

Houghton and his friends for a spectacular couple of days at the Ascari circuit in Spain was too good to resist. After a five-year gap, I had forgotten how exciting a Group C Porsche is to drive. Bob tried my RLR 962 and was blown away at just how easy and exhilarating it is to drive, and declared "I want one" with a huge beaming grin when he eventually pulled back into the pits!

'For me, these wonderful Group C Porsches are still the best endurance race cars ever made and there's so much you can do with them — race them, enjoy them at track days, attend concours, get invited to the world's premier historic events, collect all the models, period team clothing and press documents... and even meet your heroes!'

■ Henry still gets a big kick out of exercising his cars: here he is (left) in the spring of 2019 at the Ascari circuit in Spain with his newly acquired FATurbo 962 011 and ever-faithful RLR-Italiya 962 201 at a two-day track session, invited by Ferrari specialist Bob Houghton (right).

*Ian McGillivray*

