





Peter Sutcliffe - part of a Yorkshire, mill-owning family - started racing in a Frazer Nash Le Mans Replica, then proceeded to campaign what would nowadays be a stellar collection of cars: D-type Jaguars, a new Lightweight E-type, a Mk 2 Jaguar saloon, a Ferrari 250 GTO and a Ford GT40. In 1967, he also raced as an occasional member of the works Ferrari long-distance team, finishing 5th at Brands Hatch in a P4.

Jaguar drivers Peter Blond and Jonathan Sieff were in the rag trade, Kenneth McAlpine (who financed the Connaught GP team) a member of the McAlpine Construction family, Tommy Sopwith was the son of Sir Tom Sopwith, of Sopwith aircraft, America's Cup yacht racing and Hawker-Siddeley fame. And so on.

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The Vestey/Sadler Gp. IV Porsche 910 at the Vila Real 500km, Portugal, in 1969 © Sir Paul Vestey

It was Cumbrian-born (to a family of garage-owners) Cliff Allison who made the down-to-earth comment about *Il Commendatore*. Allison, having graduated from 500cc Coopers to spending many years behind the wheel of works Lotus Le Mans, F1 and F2 cars, was engaged by Ferrari in 1959 to drive sports cars and be an occasional member of the single-seater squad. A return to Lotus in 1961 resulted in the inevitable 'Bad Accident in a Lotus' and retirement from the sport.

A fascinating tale - as are the other 25 - in the 432-page, 288mm x 238mm, beautifully laid-out book. Two versions are available, a numbered, cloth-bound edition of 500 (£250.00) and a leather-bound, signed and numbered run of just 25 (£700.00).

For Palawan collectors it's a 'must', as it is for enthusiasts of this now sadly long-gone era of uniquely British motor sport.



For further information, visit [www.palawan.co.uk](http://www.palawan.co.uk).

*Text - Steve Wakefield*

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