

# FERRARI

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## models of the cars of David Piper

Before I explain an extraordinary collection of memorabilia from southern France, I would like to make a few corrections to my previous article on the models of David Piper's Ferrari race cars, brought to my attention by the enormous postbag received after its publication in the winter issue (no. 168) of Ferrari. It seems Mr Piper has more fans than just me and I thought no-one read these articles!

Francis Newman pointed out that David Piper had actually raced before the Leinster Trophy meeting in Ireland (which I alluded to) where he won for the first time. He also updated me on the book: "There are Ferraris at the Bottom of my Garden" that I mentioned, which, he tells me, has not been published yet! Apparently it is still a work in progress by David's wife Liz (who, by the way, used to be Rob Walker's secretary). If you should read this Mrs Piper, please ...

However, I must take full responsibility for reporting what I read on the internet!

On the other hand there is one book available, entitled: "Pipes - David Piper and the Springbok series" by Mills Reed and Young, published by Ecurie 200 Publications (ISBN no. 1-919969-06-3), which charts his history of racing in South Africa.

My question about the 250/275LM designation has been answered, also by Francis, who tells me that there was actually only one 250-engined car (the Paris Salon show car in 1963) and all the rest had 275 engines but were still badged as 250 LMs.

I also mentioned that David Piper had still got his 330P - well, it's a P4! You know what? I knew that! It all goes to show that I should stick to writing about models and not history or books, or races or cars or anything else!

I have also been contacted by Mark Finburgh who tells me that he has, in addition to a 'Ferrari at the bottom of his garden', a Porsche 917 and, you guessed, it is the very same car that David Piper crashed at Le Mans! It was rebuilt by Porsche for the 1971 season and run by the Gulf JW Automotive team. Rumour has it that it was a bit quicker than the Ferraris that year, but I am sure it is just a rumour and nothing more! If the Porsche is of interest to you, it is currently at the Spa-Francorchamps motor museum where it is on loan from Mark.

Finally, for all you collectors out there, there are a few more relevant models available that I forgot about - in 1:43 scale, from Bang there is a 412P (or maybe a 330 P4?), from Best there are two: a 365 P2 and a 312P (a NART car) from Le Mans 1969 and of course the Universal Hobbies 1:18 scale 330 P4 no. 7 car.



All this David Piper talk leads me gently into my subject of our Ferrari friend from Biarritz in the South of France, Cyrille Jaquinot. "How so?" I hear you cry! Well, look at the photograph. Who is standing next to David Piper? Correct! Cyrille Jaquinot!



scala 43

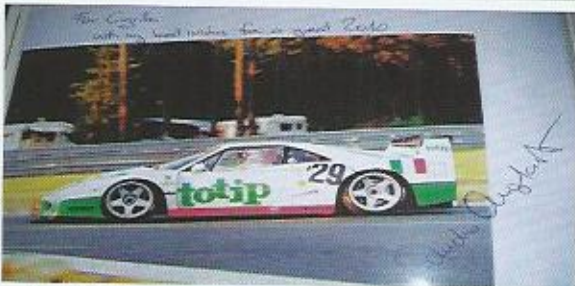
# the french collection

For over 20 years Cyrille has collected books, badges, stickers, models, magazines and signed photographs connected with Ferrari and its illustrious racing pedigree and he clearly has a very understanding wife!

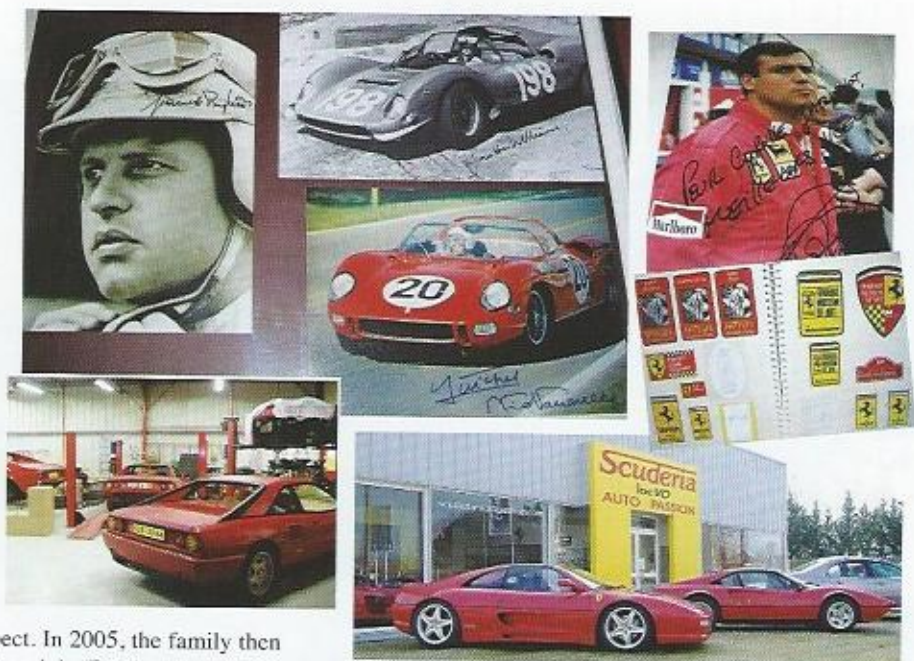
Cyrille's stepfather had a Ferrari dealership on the Cotes d'Azur in the late seventies and through that he met and got his first autograph from the late Jacques Swaters, who encouraged him to build his blossoming collection of all things Ferrari related. He also ▶▶



NIGEL MURGATROYD  
VISITS ENTHUSIAST  
CYRILLE JAQUINOT



2,500 BOOKS AND MAGAZINES,  
400 FERRARI STICKERS,  
HUNDREDS OF ENAMEL  
BADGES, OLD MEMBERSHIP  
CARDS AND BUSINESS CARDS  
FROM ALL OVER THE WORLD



▶▶ got to know quite a lot about the Pozzi organisation, as you would expect. In 2005, the family then started another garage between Bordeaux and the Dordogne. A Ferrari specialist garage (mechanical and bodywork) called Scuderia Auto Passion (photo above right) in which Cyrille, because of his business studies and knowledge, was in charge of car sales. Sadly, the garage closed after only three years due to Cyrille's stepfather becoming seriously ill.

Having owned several Ferraris including a rare 208 GT4 (his first Ferrari), Cyrille's passion for all things Ferrari has simply increased year on year and been reflected in the amazing breadth and depth of his unique collection.

During the nineties Cyrille worked as a columnist for several Ferrari club magazines, gaining friends all over the world by the exchange of views and information and he says that one day he will produce a book devoted to all the Ferrari clubs that have existed around the world since 1947. We look forward to it Cyrille!



Over the years he has also made great friends with Franco Cortese who has helped him immensely to manage to accumulate more than 850 autographs from people in some way connected to Ferrari - Piper, Phil Hill, Redman, Chinetti,

Irvine, Alesi, Domenicali, Badoer, et al, even Enzo himself! - to name but a few, mostly on photographs. He has 2,500 books and magazines, over 350 models, 400 different Ferrari stickers, and hundreds of enamel badges, old membership cards, and even business cards from Ferrari club officials and Ferrari garage personnel from all over the world. The collection is well reflected in the photographs you see here, not so much a collection, more an archive!

If you would like to contribute to this remarkable collection in any way (business cards, membership cards, or any other memorabilia, just drop me an email to [nigelmurgatroyd@live.co.uk](mailto:nigelmurgatroyd@live.co.uk) and I will pass it on.

My thanks to Cyrille for all the information and also, of course, to Francis Newman and Mark Finburgh for filling in the gaps in the David Piper story.

