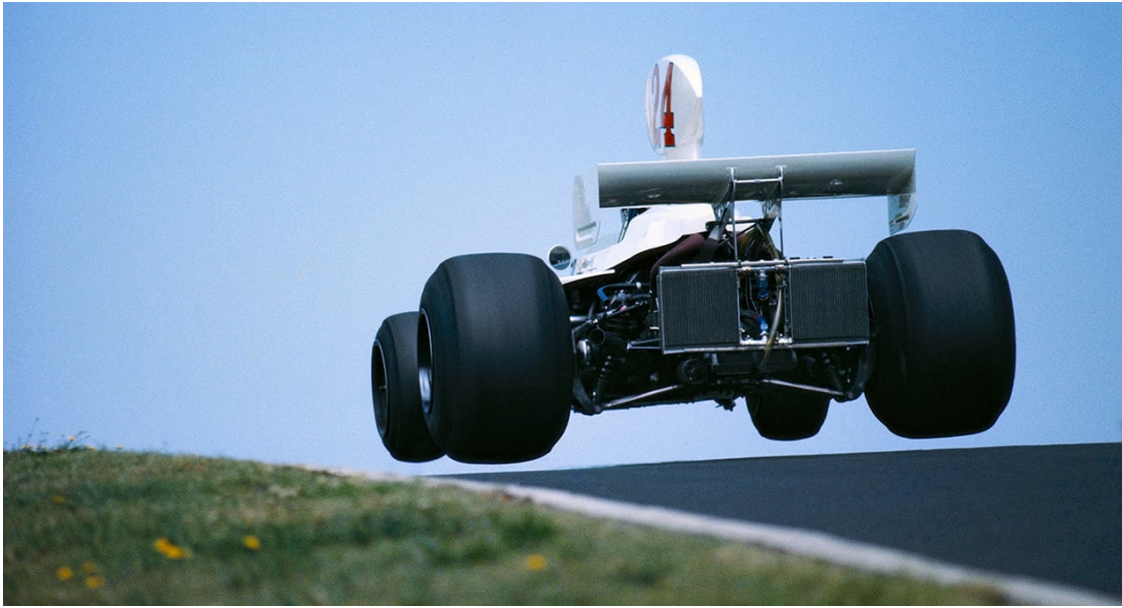


CLASSIC DRIVER

Read how 'The biggest little team in the world' took Grand Prix racing by storm

Lead

Hesketh Racing competed at their highest level of motorsport to the beat of their own drum. Containing stories unlike any other from a sport dominated by silence and maturity, Porter Press' latest book brings their roller coaster F1 journey to life, by those who experienced it first-hand.



"It was a different world back then", a term used so frequently to describe those bygone, often care free days. This couldn't be truer in Lord Hesketh's case, a patriotic 22-year-old who was determined to take his promising young driver, James Hunt, to World Championship glory, with a few parties and helicopter rides along the way.



CHAPTER 7

THE BIGGEST LITTLE TEAM IN THE WORLD

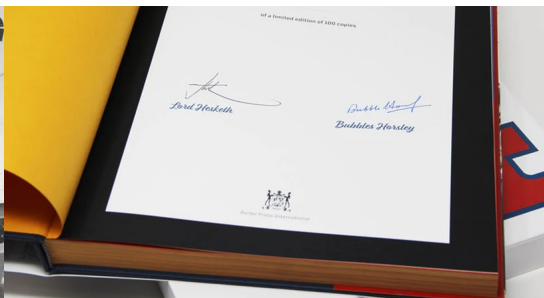
'A lot of people have heard of us, probably because we're different, but we haven't really arrived until we've won a race. Then we can stand up and be counted.' *Lord Hesketh*

The 1974 Formula 1 World Championship kicked off with the Argentine Grand Prix on 13 January. The flight from London to Buenos Aires had stopped at Dakar in west Africa, where Bubbles Lively had set up a group of Chileans that was being sold by Art Bengali. He then spent much of the week in Buenos Aires trying to sell Hesketh's first correspondence Alan Haines, one of the three de Havilland Chipmunks that he'd recently bought from the RAF. The March had been only slightly updated since its previous outing at Woking Hill, with the tail rack having been moved forward to the side of the gearbox and the rear wing placed so that it conformed to new regulations

demanding that it be placed a maximum of 100mm behind the centreline of the rear axle. On the opening day of practice in Argentina, James and the team struggled to find a handling balance. But he was faster of all the Formula 1 teams on the grid with a best lap of 1 minute 51.52 seconds, and noted that that the car was simply too loose in the top end and pick up some points. "It doesn't like bumpy circuits too much," he said of the March, "but it's really quite fast in the straight, which means here. We had a slight understeer problem early in practice, but that's been sorted now. It seemed that he had a minor steering problem near the end of practice, when the

British masterfully. We're proud of the team's success. We're proud of the team's success. We're proud of the team's success.

In a new book published by the ever-insightful Porter Press International, Hesketh Racing's dramatic story of fame, fashion, friendship, females and fast cars is brought fully to life, documented by Lord Hesketh himself, as well as Bubbles Horsley, Nigel Stroud, Dave Sims, Peter Gaydon, Rupert Keegan and Frank Dernie.



The book also includes a plethora of never-before-seen images from Lord Hesketh's personal scrapbooks and photo albums, with a collection of superb archive photographs in colour and black and white, and detailed captions to ensure you're completely transported back to the key moments of their racing history. Despite their playful persona, Hesketh Racing were fiercely competitive, and having arrived in Formula 1 in 1973 with a rented March, they quickly set about building their own car. It would go on to win the 1974 International Trophy at Silverstone and the 1975 Dutch Grand Prix at Zandvoort - putting James Hunt on the road to superstardom, the rest, as they always say, is history.



Our own JP Rathgen was fortunate enough to host a talk with [Lord Hesketh about the book at this year's London Concours](#), so we can't recommend you check it out enough! We're delighted to have both the Standard and Collector's Edition versions of "Superbears - The Story of Hesketh Racing" now in the CD Shop, a must-buy for any avid Formula One fan!

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