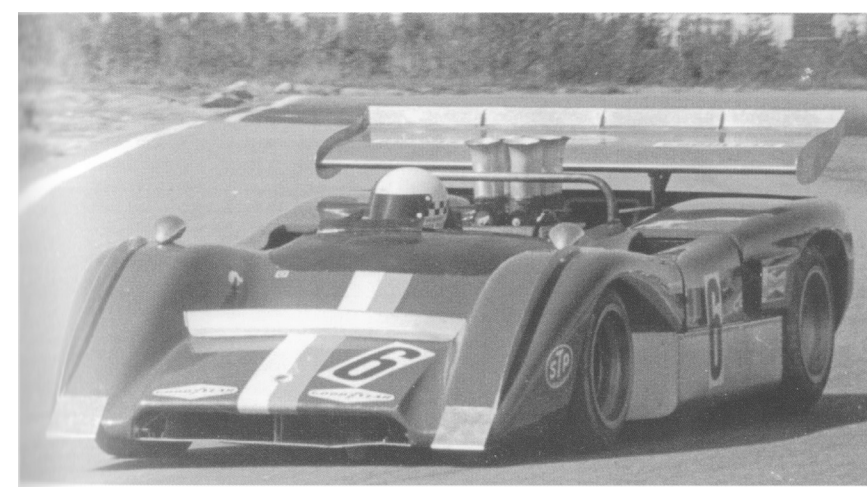
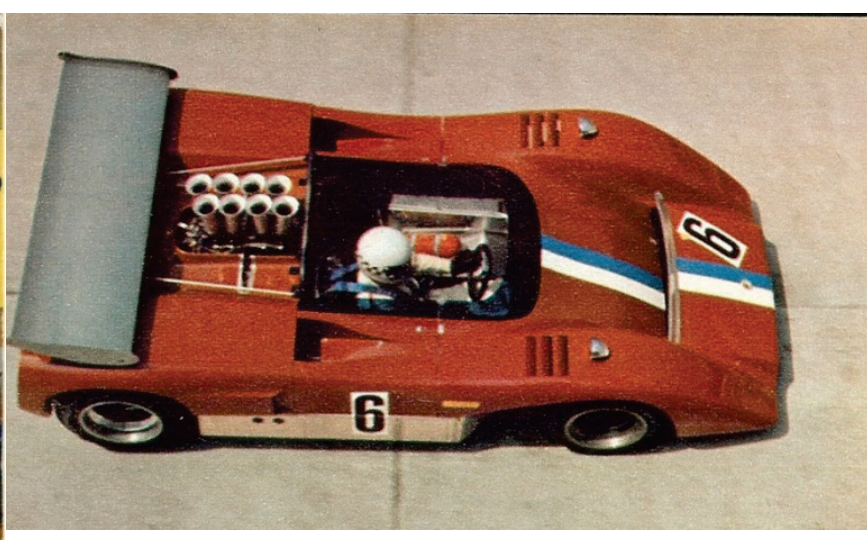


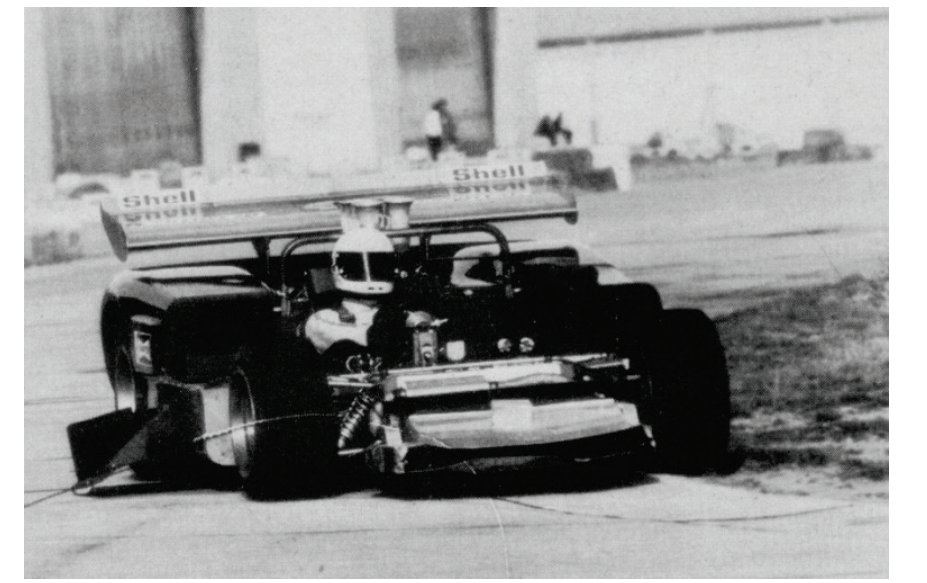
Teddy Pilette celebrating his 1973 Formula 5000 championship.



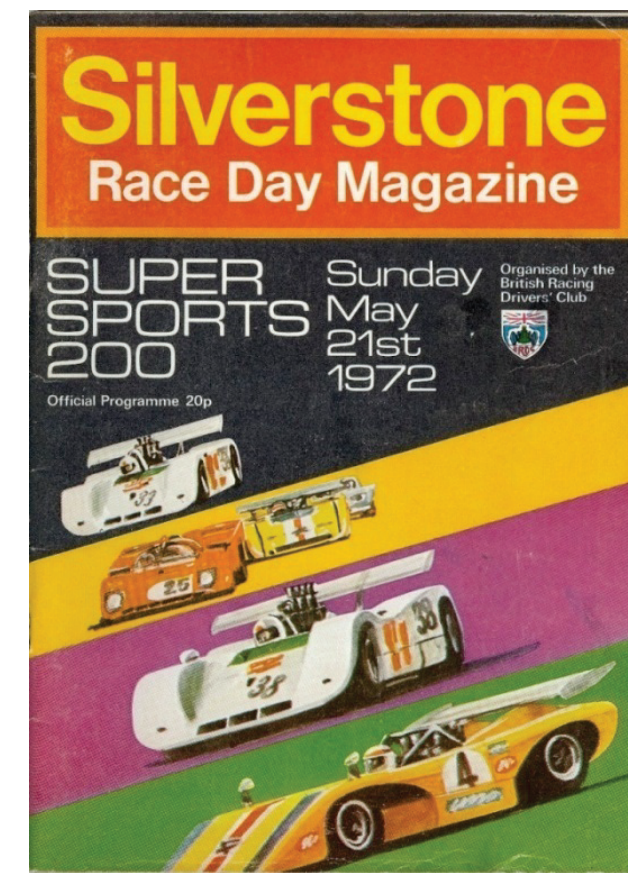
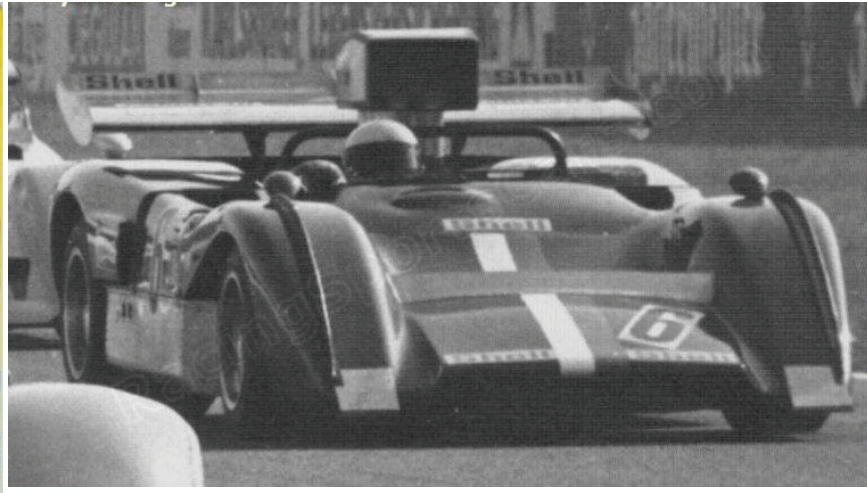
Finnish Grand Prix, Keimola, 22 August 1971



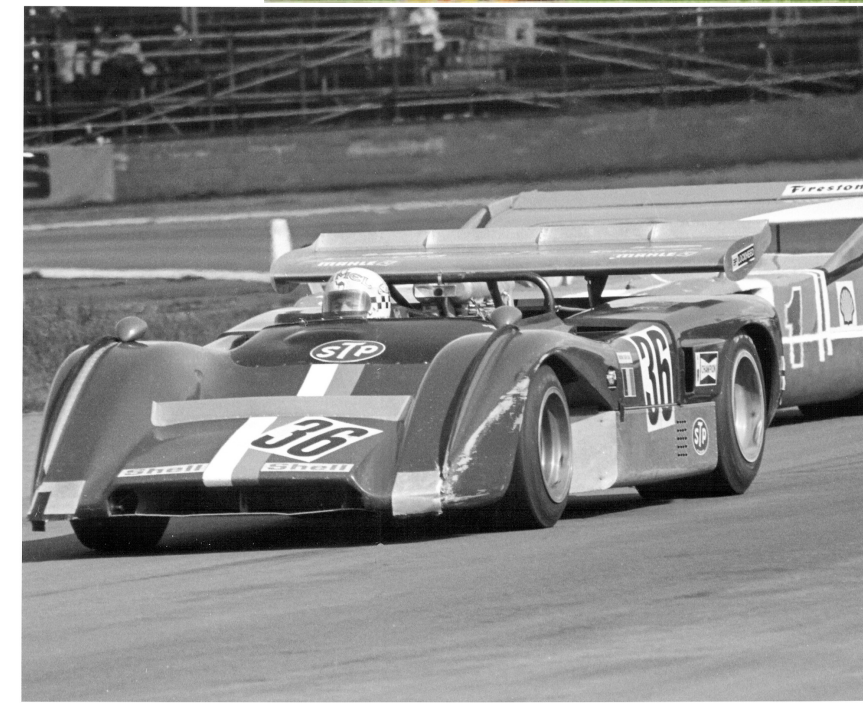
1971 McLaren M8E/D Chassis 80-08



Racing team VDS and their driver, Teddy Pilette, had ordered chassis 80-09, but when their McLaren M8C was wrecked at the June 1971 Zolder Interserie race, they took delivery of chassis 80-08. They managed to get this car ready for the July 1971 Hockenheim Interserie race, but finished tenth with engine problems. They went on to finish seventh at the mid-August 1971 Keimola Interserie race and second at the late-August 1971 Mendig Sport Prototype race



despite bodywork problems. An engine failure at the October 1971 Hockenheim Interserie race and displaying the car at the 1971 Jochen Rindt Show lead to the development of a Morand twin turbocharged Chevrolet engine in the off-season. The clutch failed at the early-May 1972 Imola Interserie race, but was upgraded in time for the late-May 1972 Silverstone Interserie race. After driving in the rain, Teddy was quoted as saying the car was terrific (a combination of terrifying and horrific.) He went on to finish eighth, but this car was traded in on a McLaren M8F afterwards. The twin turbo engine stayed with racing team VDS while this car was upgraded to M8D bodywork by Trojan. Kaye Griffiths (owner of the Sir Charles Napier Inn and ex-F5000 driver) bought this car and fitted a 8.3 liter Chevrolet engine. Kaye's first event was the January 1973 London Racing Car Show where he arrived with Howden Ganley as the driver and Glamour International as the sponsor. Howden later declined the opportunity so Kaye's first time driving this car was the May 1973 Silverstone Interserie race where he finished eighth. He went on to finish eighth overall (sixth in class) at the June 1973 Norisring Interserie race but the clutch failed at the July 1973 Hockenheim Interserie race and the transmission failed at the September 1973 Hockenheim Interserie race.



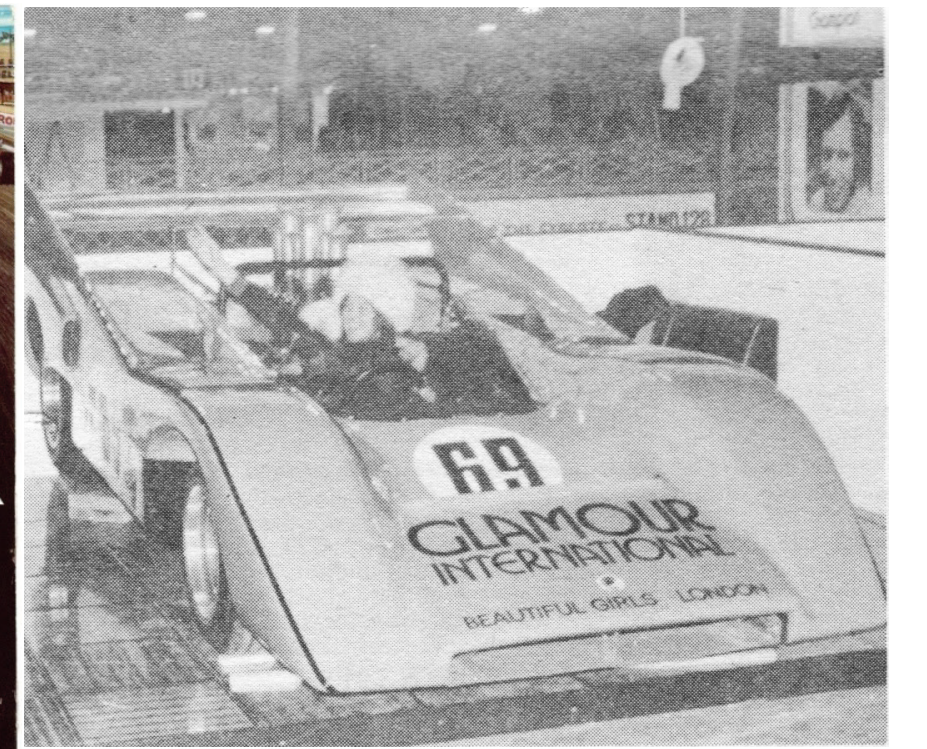
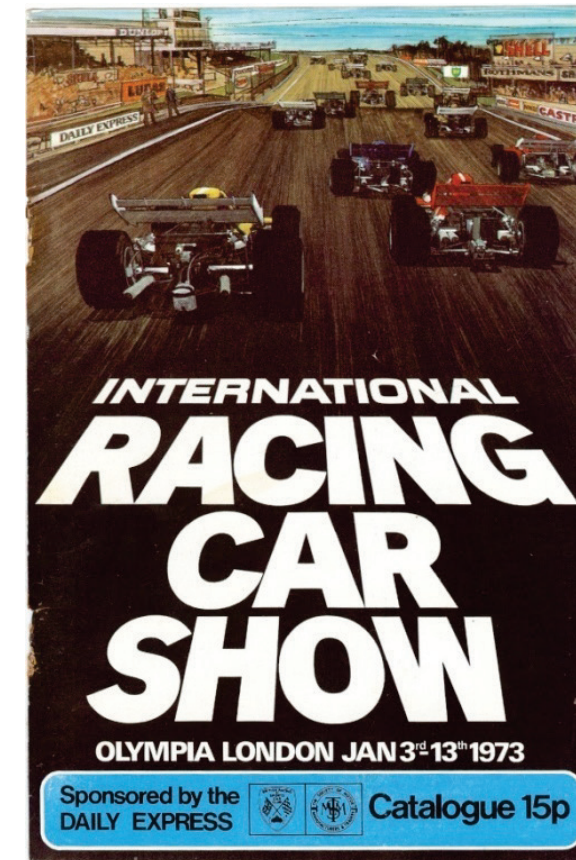
FOR SALE **bargain CanAm car**

McLaren M8E Interserie. Rebuilt and rebodied with a new works D-type body. Ready to accept 7-litre Chevrolet. Complete with LG500. Colour orange — immaculate.

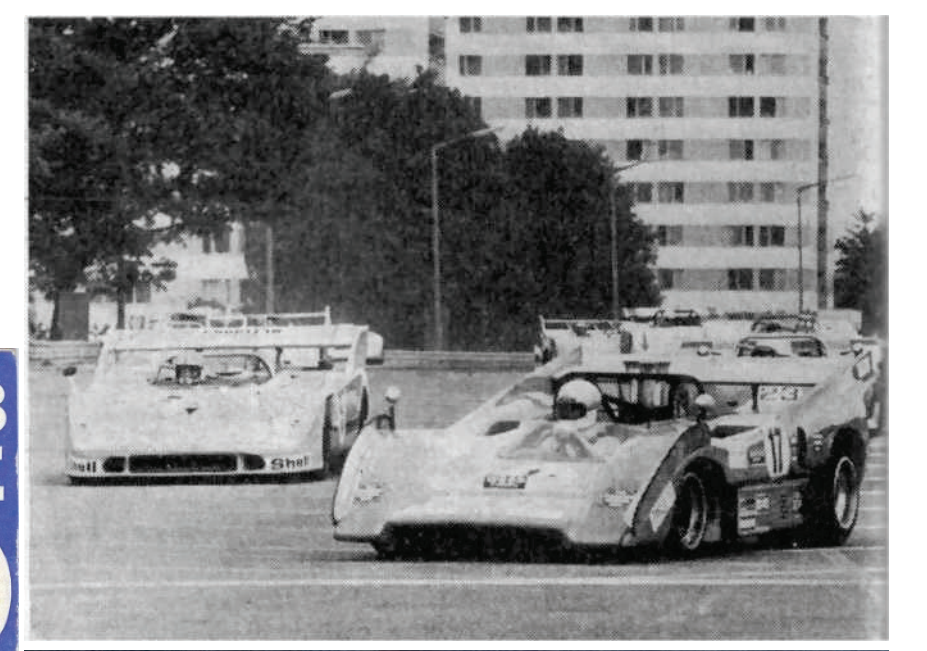
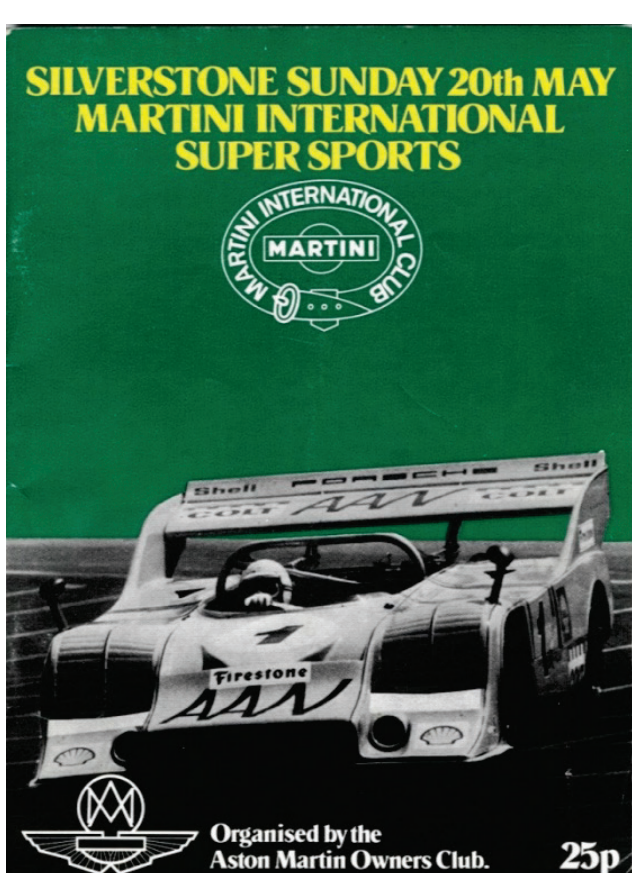
£4500 or offers to **PETER AGG/BILL MEACE**, Trojan Ltd (Racing Car Division), 87 Beddington Lane, Craydon, Surrey, GU9 4TD. Tel: 01-689 0788 and 01-689 3151. Telex: 21138 (3339)



Kaye Griffiths (photo taken by his engineer, Ken Stepney.)



Howden Ganley and two of Glamour's more popular girls.

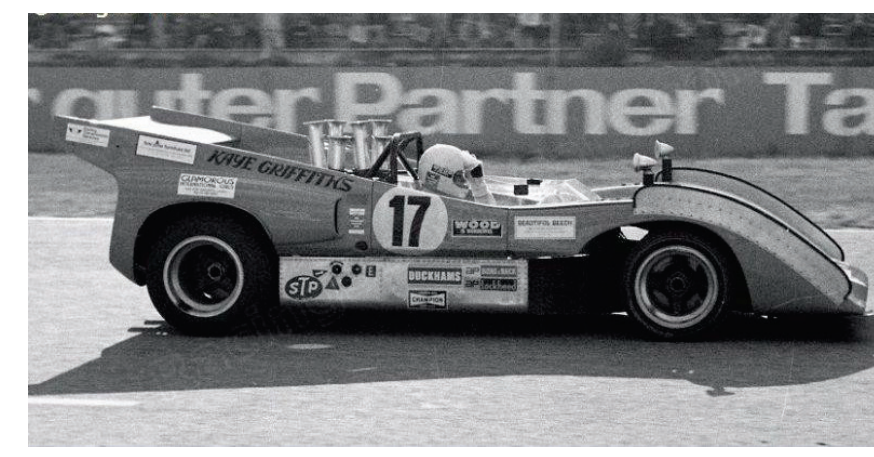




Hot Rods card E4
from Ace Trump
set 76617



hp	750
r/min	6800
cc	8300
cylinders	8
lbs	1655



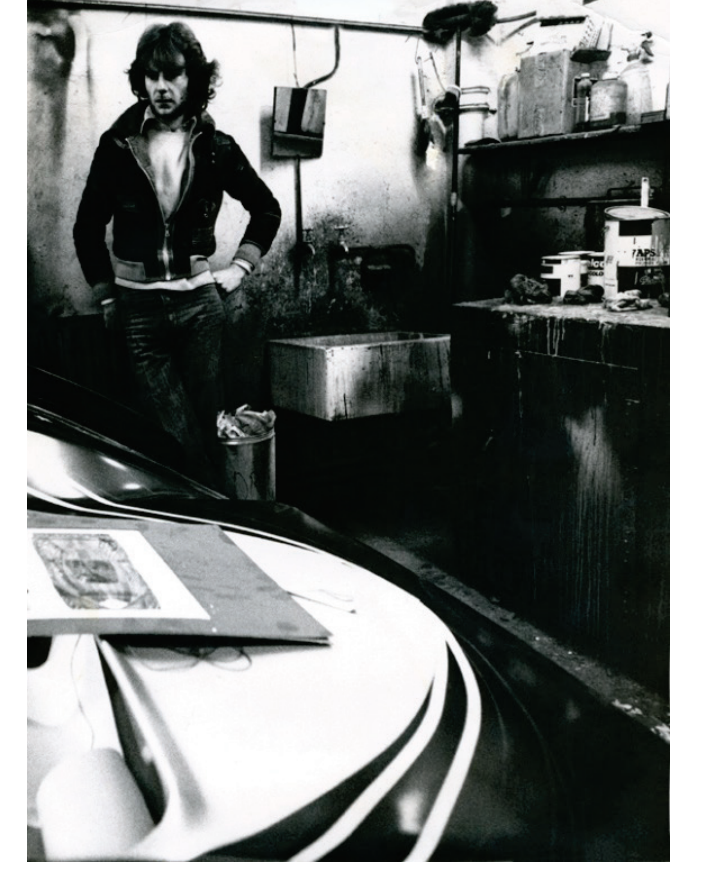
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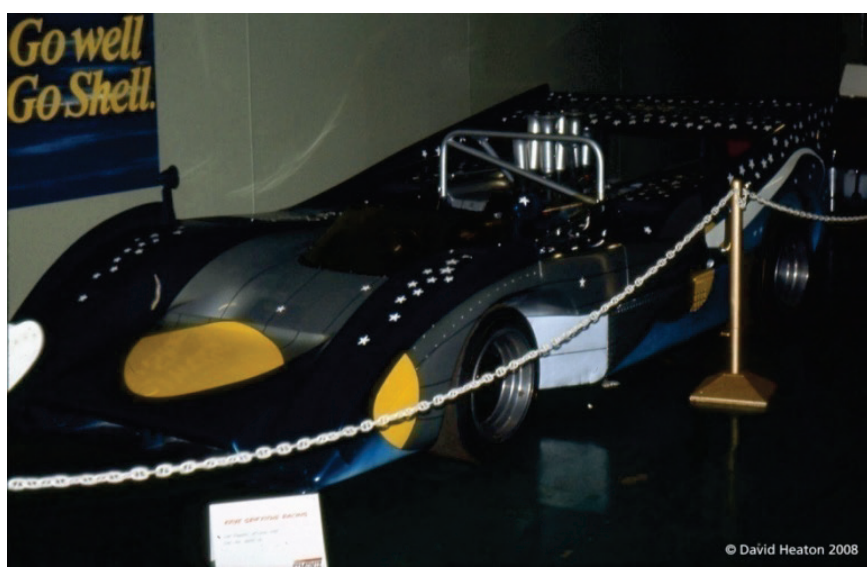


Peter Grant and Led Zeppelin at the Swan Song Launch Party in New York, 1974.

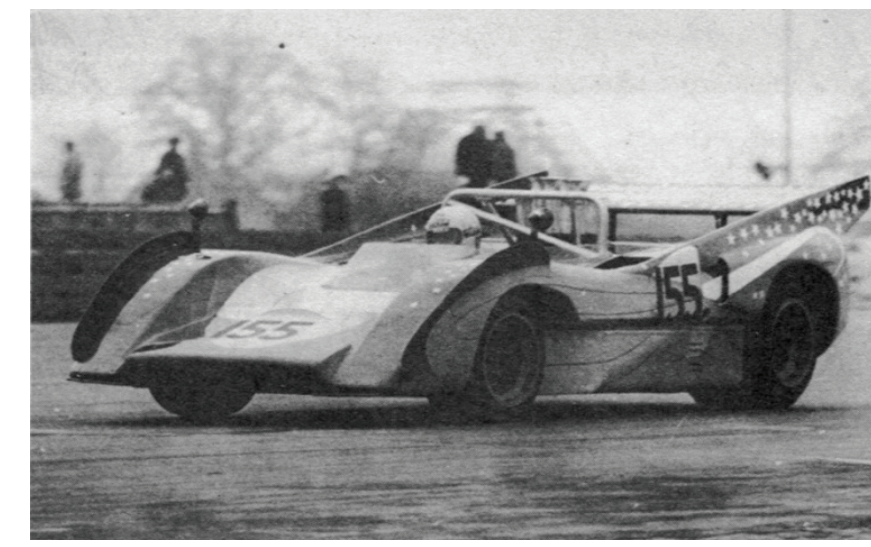
According to Kaye, "On our return to London she (Zelma Wilkins) was determined to get a big name on the car. After a week or so, she took me to Peter Grant's party at the Playboy Club. Peter and I got on very well and made an arrangement to meet again the following week at a hotel with all the band (Led Zeppelin) present where we made the arrangement." In addition to drivetrain repairs, this car received a unique paint job designed by Richard Evans. The partnership was announced on the January 1974 London Motor Racing Showboat and began a string of top finishes. Kaye won the



Richard Evans in the paint shop with his original design.



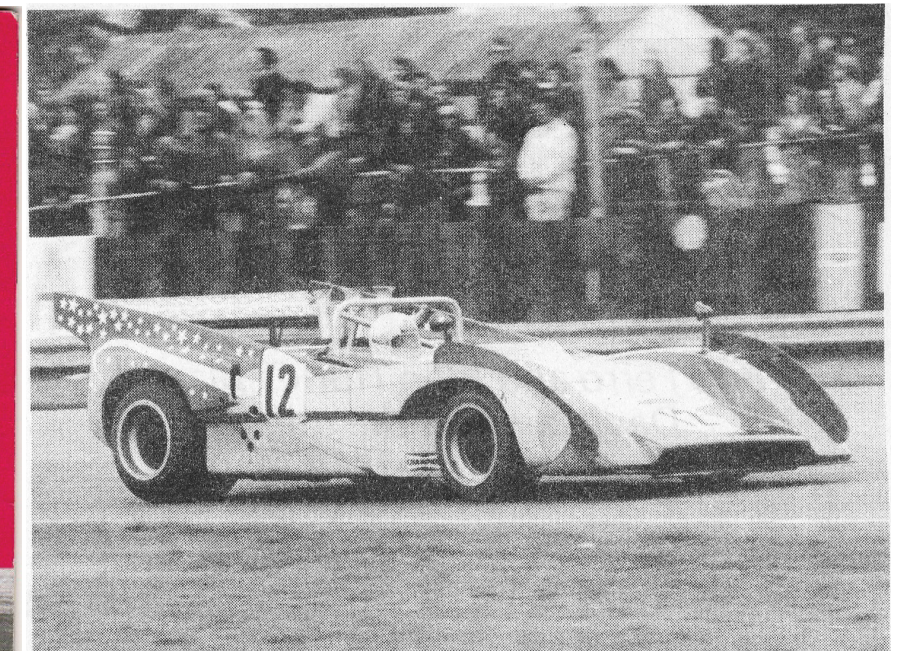
mid-March 1974 Silverstone Sports GT and Formula Libre races, broke in practice at the late-March 1974 Silverstone Formula Libre race, and was runner up at the April 1974 Silverstone Formula Libre race.



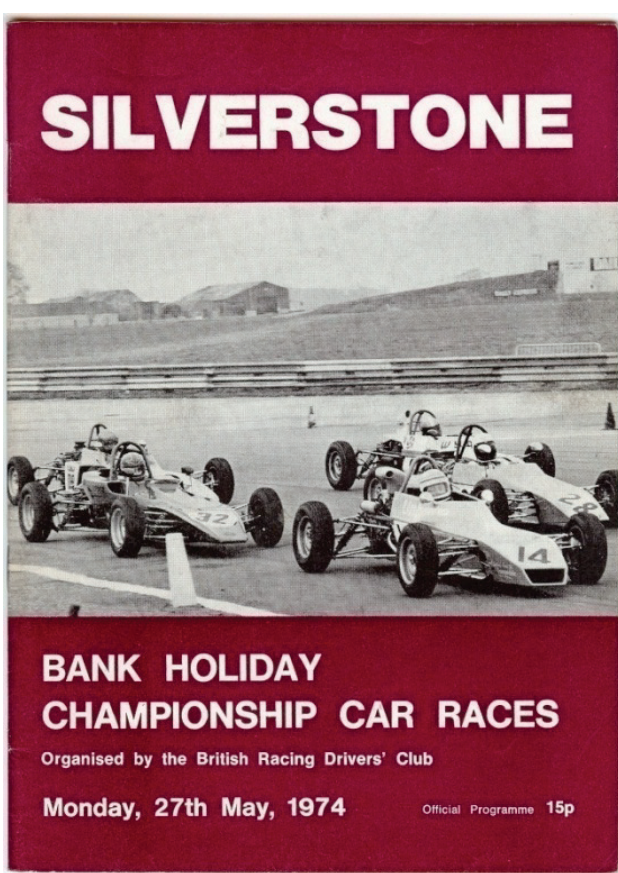
After a spin during the mid-May 1974 Silverstone Interserie race, he went on to finish second in the late-May 1974 Silverstone Formula Libre race and move into the lead of the Jaybrand Racewear Formula Libre championship points. Although entered in the



June 1974 Silverstone



Sports GT and Formula Libre races, he did not show.



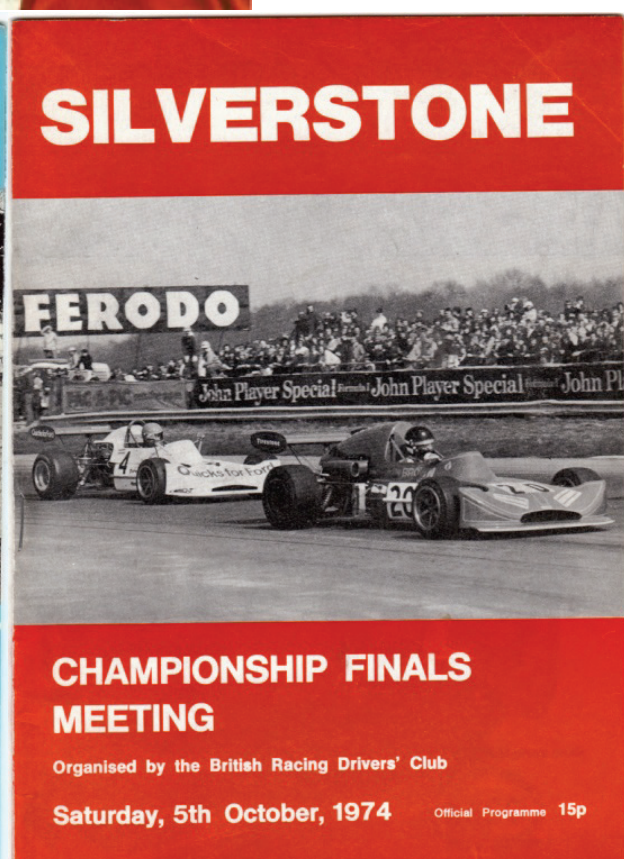
According to Howden, this is about the time that Kaye got divorced. This car was sold to John Harper who finished fourth in the August 1974 Silverstone Formula Libre race and entered the October 1974 Silverstone Formula Libre championship race. Later that year, David Mulvanne (a UK car dealer), bought this car from John and worked a deal with Harley Cluxton (an Arizona



John Harper (left) along with David Gilmour (center) and Gerry Marshall (right.)



car dealer) to sell it to Tom Tait. The colorful livery was lost when Tom returned this car to McLaren orange before vintage racing it during the next 10 years. Bob Lee owned this car next, followed by Bill Chizar who restored the Led Zeppelin paint job (based on pictures Tom had taken) before selling it to Jim Swartzbaugh. Jules Moritz Jr. bought this car and raced it over 30 times on his way to fulfilling his childhood fantasy before losing his fight with cancer. His son, Jules (this car's historian and previously occasional driver), is continuing the family tradition of vintage racing.



Tom Tait in the Led Zeppelin McLaren

