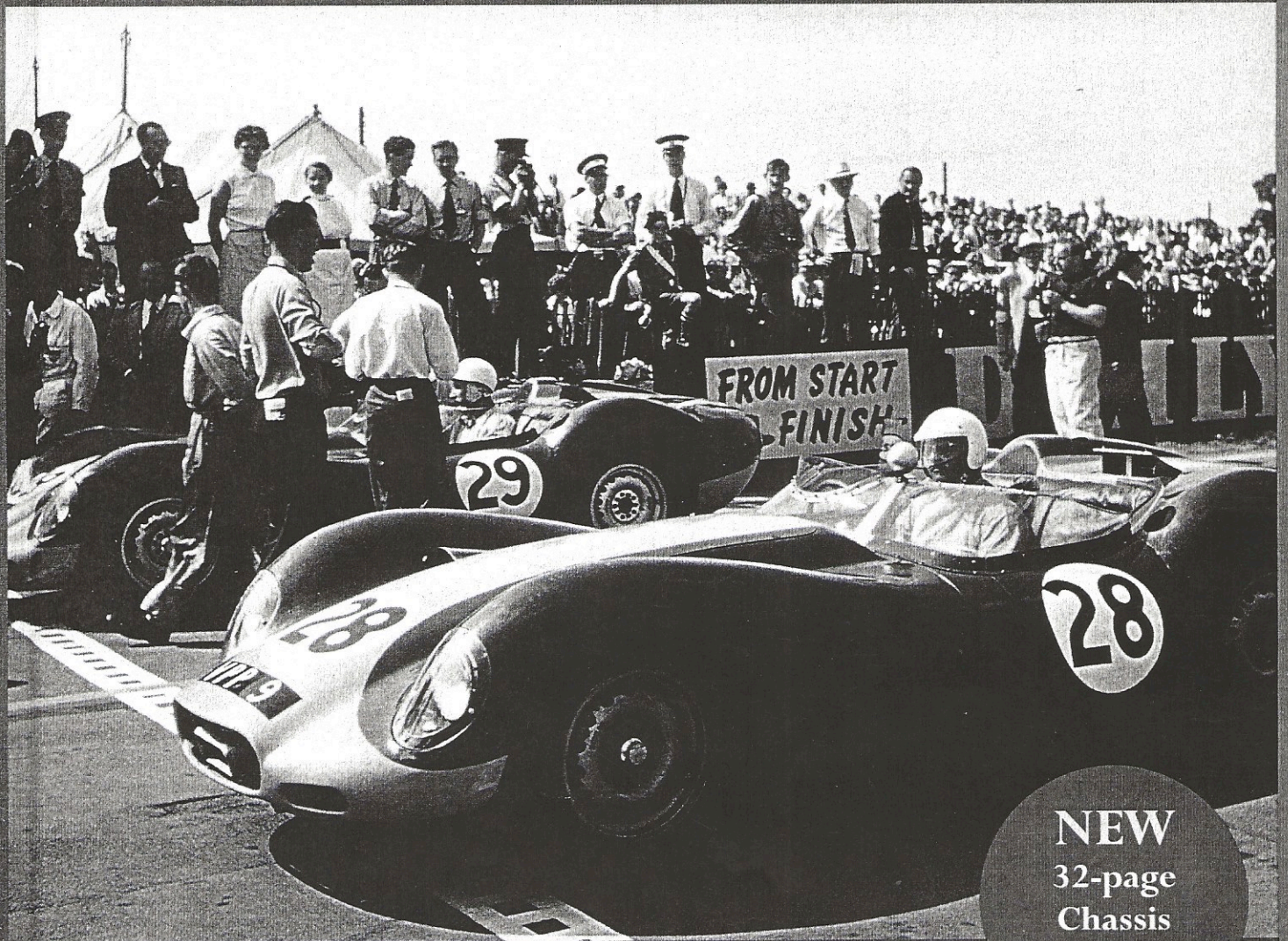


Powered by JAGUAR

The COOPER, HWM, LISTER & TOJEIRO sports-racing cars



NEW
32-page
Chassis
Register

DOUG NYE

'the Reynolds farm-find car', USA – see detail which follows under BHL 116.

BACKGROUND NOTE: CUSTOMER 1956 LISTER-BRISTOL – Chassis serial BHL 17. Unlikely ever to have been issued to a late-production 'kite-shaped chassis' Lister-Bristol, though reputedly sold with Wakefield 'flat-iron' body – to a mysterious alleged owner listed by other researchers as 'Von Klein'.

NOTE: However, BHL 17 is the serial unmistakably stamped into the true 1958 'Knobbly'-style chassis frame of the authentic Lister-Chevrolet BHL 117/BHL 17, which was raced in the USA in 1960 by Ed Cantrell, who had apparently bought it from Carroll Shelby, Dallas, Texas. This pale blue car might have been the machine previously raced in 1959 by Jim Younger, of Younger Trucking, Houston, Texas. During 1959 Cantrell occasionally co-drove the car with Pete Harrison, of Atlanta, Georgia (who would later own and campaign his own 'Costin' car). It was then sold by Ed Cantrell to stockbroker/amateur SCCA racer Art Huttinger, of Windermere, Florida, who raced it widely from at least November 1960 to January/February 1962, achieving considerable success and recalling it in 2004 as having been 'a terrific old car... boy, did I have some fun in it!'.

Stockbroker Art Huttinger, who occasionally flew himself to race meetings in his own P51 Mustang 'warbird', subsequently sold this exotically sign-painted blue-and-white liveried Lister-Chevrolet to Graham 'Tombstone' Shaw, who then campaigned it into 1962-63 – Shaw's nickname reflected his fearless driving style and he crashed the car heavily at Danville, Virginia, impaling it longitudinally upon a felled tree trunk, which skewered it through the radiator air intake, though inflicting remarkably light damage.

Later, I believe this car passed to Ron Klein (see the mysterious 'Von Klein' reference attached by previous researchers to the BHL 17-alleged Lister-Bristol, above) – then to Jeffrey Griffith – subsequently in derelict state and adorned with faded but still startling Huttinger-pattern livery (though repainted from his blue-and-white to black-and-gold), probably via broker Chris Renwick (memory fails), to dealer/racer Stephen Langton, Reigate, Surrey, circa 1978-79, with its 'as-found' condition untouched and the car still complete. It was re-sold to Dick van Amsterdam, Opmeer, Holland in 1979, its powered chassis subsequently being entrusted to John and Gary Pearson for some restoration work – widely campaigned by Dick van Amsterdam and his son Jurriaan in European Continental Historic events through the 1990s into 2001-02, running with the 'as retrieved' bodywork in bare-alloy form, stripped of paint. It was mildly crashed at Imola, but little damaged, and is retained by the van Amsterdams into 2005 – plainly one of the better-history (yet within Historic circles least familiar) 'Knobblys' to have survived.

BACKGROUND NOTE: CUSTOMER 1956 LISTER-BRISTOL – Chassis serial BHL 18. Very unlikely ever to have been issued to a genuine 'kite-shaped chassis' Lister-Bristol.

NOTE: However, BHL 18 is the serial unmistakably stamped into the true 1958 'Knobbly'-style chassis frame of the authentic Lister-Chevrolet BHL 118/BHL 18 – supplied new to accept Chevrolet V8 engine by Brian Lister (Light Engineering) Ltd, Abbey Road, Cambridge – to Carroll Shelby Sports Cars Inc, Dallas, Texas, 1958 – the car owned and driven initially by Ronnie Hissom, of Midland, Texas, 1958-59, Ronnie being a great friend and sparring partner of fellow local racers Jim Hall, Hap Sharp, Dave Morgan, etc.

The car was painted in blue livery and supercharged at one stage with enormous supercharger installation protruding so far above the bonnet that the American press referred to it as 'the Tower of Power'! Since forward visibility in these 'Knobbly' Lister-Chevrolts was already restricted by the large wheel and power bulges, this must have been seriously obstructive for the driver.

It was offered for sale through a Southern California dealer in late-1960 – to Anson Johnson (a Captain for National Airlines and former WW2 fighter ace) and David Lane, Florida – raced until Daytona 3-Hours 1962 – to Nick Davidson, who died soon after taking delivery.

This car appears then to have been stored at his home until acquired by Dale Powers/Joe Pendergast in the mid-1980s – retrieved with original chassis and body identifiable when cross-checked against contemporary Hissom-tenure photographs – to The Vintage Motorsport Educational Foundation/Syd Silverman, New York, and retained 2005.

NOTE: A parallel 'Knobbly' Lister-Chevrolet – Chassis serial 'BHL 18' – exists. This is the Historic racing Lister-Chevrolet 'Knobbly' which was reputedly launched as a project in the early 1970s by dealer/racer Stephen Langton, of Reigate, Surrey, and/or by Paul Palmer and then completed in England over a seven-year period to 1990 by Bobby Bell of Bell & Colvill, Horsley, Surrey – also sometime owner of the ex-'Boeing-bodied' car serialised BHL 128. Since completion this very competitive Historic sports-racing car has been driven in selected Historic events by immensely respected (and very fast) former TT winner on both two wheels and four, Stuart Graham – retained but for sale 2005.

BACKGROUND NOTE: Chassis serial BHL 19 – long considered probably unallocated, not built. However, Phil Bennett, of Leeds, Yorkshire, acquired via Cheshire racing car dealer Bob Howlings a derelict apparently genuine Lister chassis 'in a bad state, bent, nasty and horrible...' probably from a US source, but also said to be 'from a vendor situated outside Lille, in Northern France, around 1980'. The number BHL 19 has been attached to this entity, Phil Bennett