



Opening by John Surtees OBE
June 21st 2012

Event in aid of
The Henry Surtees Foundation

Programme of events

12.00 pm	Gallery opens. Drinks and canapes
12.45	Official opening by John Surtees OBE
1.00	Lunch
2.30	John Surtees
3.15	Charity Auction
4.15	Afternoon tea

The Henry Surtees Foundation

Henry Surtees had been participating in motorsport since the age of 8. He had his first kart race at the Camberley Kart Club's Blackbushe event winning the Novice Class. He also won on his first event in cars with a Junior Ginetta at Snetterton. His career in Comer Cadet, Formula Junior Rotax, Formula Junior Gearbox, Ginetta, Formula BMW and Formula Renault and one Formula 3 race, brought him race wins in every category and some championships. He was widely tipped as a star of the future.

He was tragically killed driving in the new Formula 2 class at Brands Hatch in a totally freak accident, where he was hit by a wheel off of another competitor's car, on 19 July 2009 aged 18. He had been a strong competitor for top honours and was the fastest British driver in the category, and the previous day had finished third in a closely contested first race.

Henry was a young man who had taken seriously the need to balance education with his racing, something that he loved and had a passion for. But we all saw other benefits being derived by Henry from this competition with the involvement in gathering and analysing data advancing his IT skills and technical understanding, and the need to converse with mechanics, engineers, commentators etc., which developed the ability to communicate.

Henry will also be long remembered by those who came in contact with him for that wonderful smile, which even in times of adversity would shine through.

The decision to form a foundation was inspired largely by what we as a family, and particularly myself who had travelled with him all over the country to events, had seen happening to both him and many of the youngsters all around him. We thought that we would like to try and give to young people in the community some of the opportunities for developing, learning and enjoying some of the activities associated with motorsport that Henry had. Examples would be engineering, IT, fitness, public relations, team work etc. The generosity that both friends and people from the wider community showed at Henry's service when they donated over £30,000 in lieu of flowers for a building project at Headway Tunbridge Wells & District was inspiring. Following on with help being received from the Goodwood Festival of Speed and a karting event at Buckmore Park that so many people supported, we have raised approximately £120,000 for this project. This was prior to our receiving charitable status. We are looking forward to being able to maintain the momentum.

Through the Henry Surtees Foundation we want to:-

- To assist people with brain or physical injuries caused by accident to return to community living by the provision of support for equipment and facilities;
- Provide education and training associated with motorsport-related programmes in technology, engineering, and road safety instruction for two and four wheels;
- Act as a resource for young people up to the age of 18 by providing advice and assistance and organising programmes of physical, educational and other activities in order to:-
- Advance young people in life by helping them to develop their skills, capacities and capabilities so that they can participate in society as independent, mature and responsible individuals;
- Advance their education; and relieve unemployment.

These objectives also reflect my determination to make sure that what I have seen and learnt over the past 10½ years of living and working with Henry (and the other young people that were around them in motorsport) is put to good use.

To that end, the Foundation would like to give more young people from the community at large an opportunity to experience the emotion, disciplines and learning that the world of motorsport can offer.

Auction in aid of The Henry Surtees Foundation

Lots 1 - 9

Lot 1.

McLaren Racing baseball cap, personally signed by Lewis Hamilton
Kindly donated by McLaren International

Lot 2 .

McLaren- The Cars.
A beautiful publication showing the history and design of all McLaren cars
Kindly donated by McLaren International

Lot 3.

VIP package for two guests at Anfield Stadium.
Choice of any Premier League fixture 2012-2013 season.
Dinner included.
Kindly donated by Hoover Candy Group

Lot 4.

GE American style side by side refrigerator.
Special decor panel featuring Bentley at Le Mans 1929 from a Jarrots photograph.
Kindly donated by Glen Dimplex Home Appliances.

Lot 5.

Double Magnum of Brillane wine
Top Provencal estate, Domaine Brillane.
Organic blend, based on forty year old Cabernet.
By renowned grower Rupert Birch.
Kindly donated by Whitebridge Wines

Lot 6.

One bottle of Vintage Warres Port 1977
One of the great vintages, rated highly, a perfect way to round off dinner.
Kindly donated by Jon and Pauline Goodwin

Lot 7.

1:43 scale model by mph .Ferrari 250GTO "Breadvan".
One of twenty by Tim Dyke
Kindly donated by Tim Dyke.

Lot 8.

1:43 scale model by mph. Cunningham E Type Jaguar.
One of twenty by Tim Dyke.
Kindly donated by Aceley Properties

Lot 9.

Aston Martin factory tour for four guests.
Kindly donated by Aston Martin

Auction in aid of The Henry Surtees Foundation

Lots 10 - 18

Lot 10.

Ferrari cap,
Ferrari Tee shirt signed by Alonso and Massa
Ferrari book, " 60 years of Technological Innovation"
Two guest tickets for Ferrari Days event, Silverstone, 15/16th September.
Kindly donated by Ferrari North Europe.

Lot 11.

John Surtees, Ferrari, Monaco 1965. Jarrots cibachrome photograph,
mounted, inscribed and framed. Signed on by John Surtees.
Kindly donated by Jarrots.

Lot 12.

Michael Schumacher, Ferrari.
Signed on photograph,
Jarrots presentation.
Kindly donated by Swift Gallery

Lot 13.

Jenson Button, Brawn.
Signed on photograph, Jarrots presentation.
Kindly donated by Swift Gallery

Lot 14.

Lewis Hamilton, McLaren.
Signed on photograph, Jarrots presentation.
Kindly donated by Swift Gallery

Lot 15.

VIP package for two guests to the Emirates Stadium
for any Premier League fixture, 2012-2013 season.
Dinner included.
Kindly donated by Indesit/Hotpoint .

Lot 16.

Porsche Experience Day.
Guest package at the Porsche Centre, Silverstone.
Kindly donated by Porsche UK

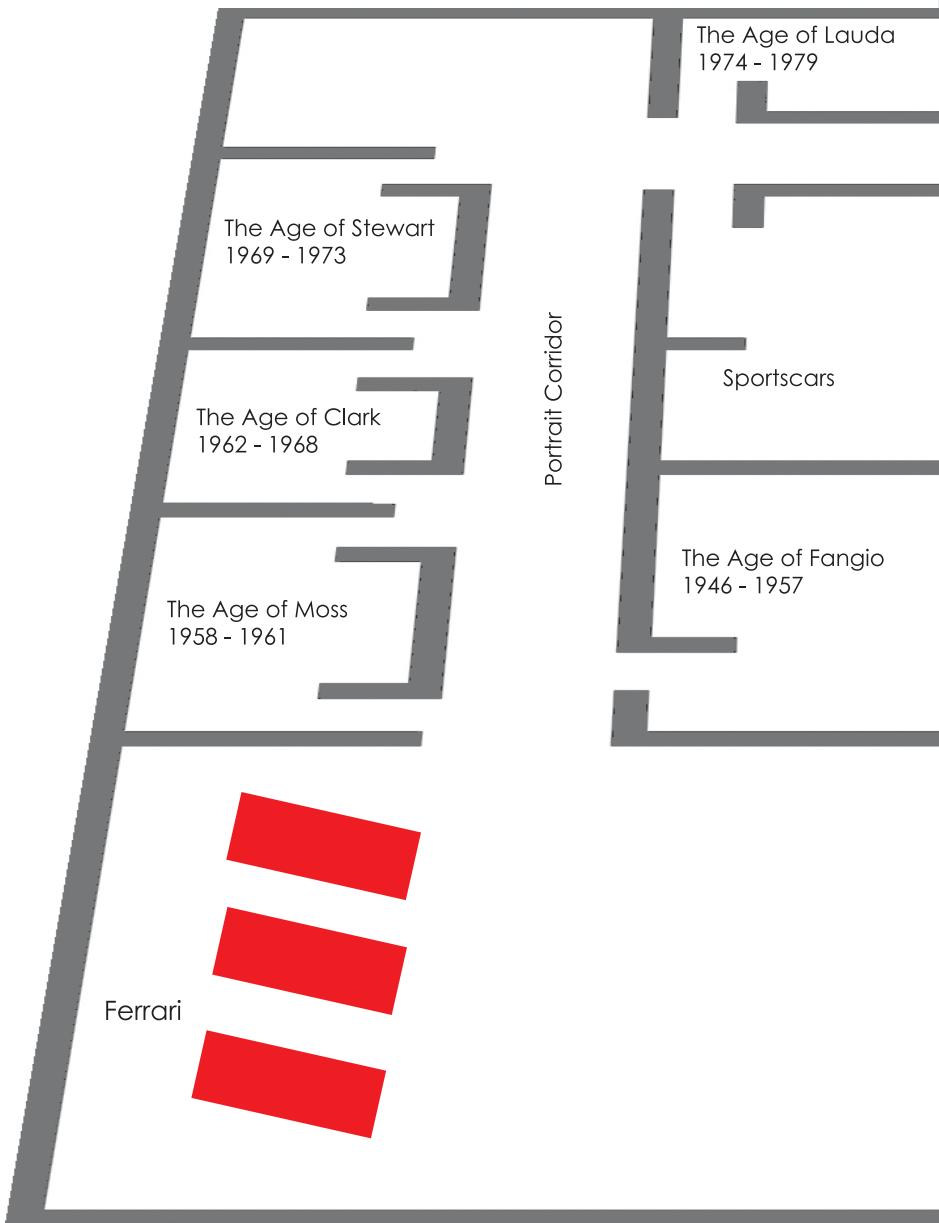
Lot 17.

Trackmaster Day at Brands Hatch.
Expert tuition and driving in single seater and sports cars.
Kindly donated by MotorSport Vision

Lot 18.

Lunch at La Popote restaurant, Marton, Cheshire.
Chauffeur driven Ferrari.
Andrew Swift

Gallery Plan



Villeneuve to Vettel
1980 -



Seating Area

The Age of Nuvolari
1932 - 1939

The Pioneers



Reception

John Surtees OBE

John Surtees occupies a unique place in motorsport history, being the only person to have taken world championships on both two wheels and four. Whilst this has become such a well known fact, a short look behind the headline reveals an even more interesting story.

Showing precocious talent on two wheels from an early age riding Vincent and Norton bikes his move to MV Augusta for 1956 was to lead to a period when he completely dominated the world of Grand Prix motorcycling. A 500cc world title in that first season was followed by the extraordinary three years from 1958-1960 when Surtees on the MV monopolised both the 350 and 500 cc classes. Seven world titles in all, six TT wins, thirty eight GP wins, no wonder he became known as "Il Grande John" in Italy.

His early days on four wheels are, looking back, startling to say the least. His first race, in a Formula Junior Cooper took place at Goodwood in March 1960. By his seventh race in May he was in the Monaco GP driving a Lotus! His next race was the British GP, where he finished second. In between these two events he had won two TT and a Dutch GP on two wheels. Quite simply there is no parallel anywhere in the sport's history. His World Championship for Ferrari in 1964 came against the hardest of opposition, Clark, Hill and Gurney all in their prime. Of course this was not enough, so being the leading Sportscar driver of the day he took the prestigious first ever CanAm championship in 1966 driving the Lola T70 prepared by his own team. When one remembers that he had been very seriously injured in a similar car at the end of 1965, but had fought back to take part in the new GP season, finishing it as runner up to Jack Brabham despite his change from Ferrari to Cooper after two races, it is clear that we are looking at a very particular talent.

Given that he had been running Formula Two and CanAm teams for some time and that he was always a hands on engineer, it was no surprise that he began another career as a constructor, and that there were a number of successes. Nine seasons of F1, European titles in F2 and F5000 made Team Surtees a widely respected company.

for anyone reading about these years, which certainly included some difficult periods as well as the successes, two qualities always emerge, John's determination in all fields and his absolute personal integrity, often to his own cost. Ultimately I think that it is his personal characteristics as well as his achievements which explain why today, many years after his triumphs on the track, he is one of the most respected and loved characters in world motorsport.

Gallery Background

The idea of creating a Gallery space where we could show the collection arose quite recently and largely by accident. Until last year we had photographs scattered around various parts of our old offices and at home. When we moved to the new offices here at Fenton we realised that we could split one of the warehouse spaces and use it as an exhibition area. A white goods trade show last October, with one wall of photographs for light relief, led us to wonder about something a little more ambitious for the future. What we have today is a project which we hope we can develop further over the coming years.

The photographs themselves have been collected over many years . There was never any intention of starting a "collection" , still less of showing one, so inevitably there is an element of duplication here and there. What happens in reality is that one acquires pieces relating to a particular driver or marque and it is only now when we have come to put them all in one place that the overlaps and gaps in the story become apparent. There are any number of serious omissions from this story, a number of which have become obvious in recent weeks as we have assembled this exhibition. Some we can rectify in the future, but in other cases we will wait until we find the right piece. For any visitor expecting to find a photograph of a particular driver or event we can only apologise and invite any suggestions.

On a personal note, quite by chance my very oldest possession is displayed on the John Surtees wall. I have no idea how this small piece has survived for almost fifty years when nothing else has, apart from a couple of motor racing books of similar age. It was originally one of three pieces given to me as a gift when i was around six or seven years old. I am sure it would have been from Mother, so along with a few pictures of Dad's XK120 and C Type Jaguars which have also survived, it is obvious where the interest for both of us came from.

I relate this now purely as an excuse for what appears to some as an unhealthy obsession. Like so many men, we never really grew up. Life becomes easier once we admit this and start to enjoy our passions. We are delighted to be able to share our passion with you today.

Gallery Layout

The gallery is laid out to take the visitor through the story of Grand Prix racing, from the sport's earliest days up to the present. We have split it into various zones which we have named after a driver who we think represents that period best.

A word of explanation is required here. The story can be carved up any number of ways, and even among us there are differences of opinion over where we should end one section and begin another. At the end of the day, to make the whole thing manageable, you have to split it up, but in so doing the lines which are drawn are not exact. We could easily have drawn a line at the end of the 1958 season, the last time a front engined car won the championship, but chose to draw it a year earlier to mark Fangio's retirement. Several such discussions took place.

Even more heated were the designations eventually chosen for each era. In naming them after one driver we run the risk of overstating his reputation compared to those of his peers. We could debate this, and indeed have done so, endlessly. What does an "age of Nuvolari" say about Caracciola? Surely it should be Ascari and Fangio rather than just the latter. Was there really an age of Lauda? Again, we offer the titles as a guide only, they help us to tell a story and should not be taken too literally.

Within the whole collection are buried two particular themes. There is a signature of every World Champion, from Giuseppe Farina in 1950 up to Sebastian Vettel. Not every piece is from the championship year, or even on the right car, eg Denis Hulme won the title on a Brabham in 1967 and we have his signature with a later shot of him on a McLaren in 1970, but by and large they are in roughly the right areas.

There is also at least one piece of every driver to have won a World Championship Grand Prix at the wheel of a Ferrari. Again, not necessarily the exact race, or races, they won, but a representative piece of the period. If our sums are right, there have been thirty seven Ferrari winners, including Musso who is credited with half a win from Argentina 1956. These pieces formed part of the mini exhibition we showed last year.

Ferrari occupies a particular place in motor racing history, so we devoted one area to a miscellaneous selection of Ferrari pieces. The large black and white poster photos were originally in the showrooms of the New York Ferrari importer and have lain under my desk, unframed, for a number of years so I am glad we have been able to make use of them.

There are a number of examples of some of the best known motor racing photographers here. Louis Klemantaski, Alan Smith and Edward Eves from the earlier years. Geoff Goddard, Colin Waldeck and Jerry Sloniger in the '60s and '70s. Nigel Snowdon and Colin Taylor from the later period. Wherever possible we have tried to name the photographer.

Jarrotts

Sometimes you are in the right place at the right time. Sometimes you are in the wrong place at the wrong time. I am not sure which of these best describes our relationship with Jarrotts.

I bought my first pieces from Jarrotts when founder John Olliver was the boss. This must be over twenty years ago now. I always sought out the Jarrotts trailer at any race meeting i attended as i knew that was where the real treats were going to be found. Almost ten years ago Martin and Lizzie Jordan took on the company and i met them at an early Stoneleigh classic racing car show. I remember buying a Niki Lauda piece from Martin and introducing myself. We got chatting, and, years later, here we are!

Jarrotts has built up a reputation as the supplier of the highest quality photographs in this sector. More than that, Martin is a true enthusiast with a passion for the whole story of motor sport. He is also a good friend, so I will share one short story with you.

One of the first pieces i ever bought was of Ascari at Monaco in 1955, his last race. I bought this as a gift for my brother, assuming i would buy another copy for myself at some stage. Years later, to my distress, i realised that the negative to this was not in the Jarrotts archive, so another print was not possible. A couple of years ago I related this tale to Martin. To my great surprise he arrived one day with a gift for me, the copy which now hangs in this Gallery, which had been his personal piece.

I cannot promise you a free Alberto Ascari, but I can assure you that from personal knowledge any customer of Jarrotts will be treated to the same standard of first class product and service. Whilst not all the pieces here are Jarrotts photographs, we took the decision to have everything presented to their format, simply because it is the best and we would like to take this opportunity to thank Martin and Lizzie for their work on this with us and for the loan of a number of their important pieces.

For more details of the Jarrotts see their website, www.JARROTTs.com

Even before the gallery idea was mooted we had a large number of pieces at home and in offices. We have often been asked which is our favourite. It is not advisable to ask such a question unless you have several hours to spare. A glass of fine wine only prolongs the process, so to spare everyone the ordeal, i offer the following as the gist of a conversation at Lake Garda over the Monza GP weekend last year.

Andrew: ...So gents, you are allowed one piece to take to your desert island. It may be based on the quality of the photograph, its subject matter, or anything else, but one piece only.

Martin: Oh God. Mm. Oh God.

Andrew: Martin, I don't want to be sacrilegious, but He is not included.

Martin: Ok, then Nuvolari, the signed Mille Miglia piece after he had crashed in 1931, i think. Or maybe the Eves shot of Fangio at Rouen '57.

Andrew: Yes, two of my favourite pieces, certainly both are beautiful and capture something of the man and the moment. John?

John: Well, I would say any of the Nuvolari pieces really. Mind you, Gilles Villeneuve at Monaco '81 , or any of the Jimmy Clarks. Andretti at Monza is special. Big John on the Ferrari at the 'Ring...

Andrew: Lad, that is about ten pieces so far. One please.

John: Bossy brother. All right, either Chapman and Clark by Goddard, or the Enzo Ferrari piece in the Monza pits with signature please.

Andrew: Well that is two, but as it is you we will let you have both.

Martin: What about you?

Andrew. Come off it, as you have noticed either/ or choices are not my forte.

John: Come on, your turn.

Andrew: Maestro Fangio at his last race, Reims 1958 by Eves. Maybe...

John: You had your chance.

Andrew: Hold on, (asks our friend Enzo who runs Il Portico restaurant in Desenzano, a true Ferrari fan and who always tells us of how he saw "John Surtays" winning at Monza in '64, for another bottle of red)....

The conversation continues.....

Thank you all so much for making this event possible. We are always happy to hold similar conversations with anyone who has the time. Please contact us if you would like to see more or use the venue in the future.

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Our website should be up and running by today, please keep an eye on it for future events,
www.swiftuk.co.uk/theswiftgallery