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Marcus LM600

...and Team Marcus raced their LM500s to 1 podium, 2 outright victories, a second, two thirds, another class win and 55, development of the LM continued and the LM600 is the #1 in the world's archive and best. These changes have accompanied a reduction in weight, from 1000 to 900kg, a 100% increase in downforce, yet still aligned to a 10% reduction in drag.

Also contributing to the new look is the 8.1 liter Chevrolet "small block" V8. Restricted to just 320 hp in the LM600, this combined with the improved aerodynamic profile of this kind of Team Marcus. Competition hopes to compete on equal terms at Le Mans. The LM600 made its 1995 debut in the BRDC GT Championship at Silverstone in March, taking pole. It went on to set pole again and finish second, then first outright in Silverstone in March, taking pole. It went on to set pole again and finish second, then first outright in Silverstone in March, taking pole. It went on to set pole again and finish second, then first outright in Silverstone in March, taking pole.



Le Team Marcus se qualifie pour le championnat anglais et autres, en 94, de courses de cinq heures sans qu'elle n'ait participé. 1 pole position, 2 victoires, une 2^e place, deux 3^e places et un record de course qui lui a permis de participer à l'Everest. Les résultats ont permis au Team Marcus de participer à l'Everest. Les résultats ont permis au Team Marcus de participer à l'Everest. Les résultats ont permis au Team Marcus de participer à l'Everest.

ENGINE		RUNNING GEAR	
Type:	Mass prepared V8 overhead valve	Steering:	Power assisted rack & pinion
Construction:	Light alloy block and head, dry sump, five main bearings	Suspension:	Front: MacPherson strut and lower link. Rear: Independent with wishbones, coil springs with fully adjustable shock absorbers and adjustable coilovers.
Displacement:	4.900 cc (314 cubic inches)	Disc Brakes:	See post mentioned drive front & rear with 4 wheel adjustable balance.
Max. Power:	330 hp @ 4,250 rpm	Wheels:	16x5 adjustable balance
Max. Torque:	410 lb ft @ 4,700 rpm	Tires:	Chaparral racing 17" x 17"
Fuel System:	Electronic Fuel Injection	Dimensions:	
Ignition:	Electronic with computerised EMS and telemetry.	Length:	165.0 in (4191mm)
TRANSMISSION		Width:	72.0 in (1829mm)
Type:	Five speed manual gearbox with changeable ratios and limited slip differential.	Height:	39.5 in (1003mm)
BODY/CHASSIS		Wheelbase:	39.5 in (1003mm)
Type:	Space frame tubular roll over chassis. Composite front track, rear track completely steel. Floor and body panels in light alloy construction.	Track F:	59.0 in (1497mm)
		Track R:	59.0 in (1497mm)
		Ground Clearance:	4 in (102mm)

THE DRIVERS



Thomas Erdo
Here's another of those young Brazilians with great future. Thomas Erdo has shown in every British championship he has ever contested, from Formula F1 (1985) and Formula Ford (1987), to Formula Renault, where he became UK Champion in 1990, finishing up 1 win, 3 seconds and 2 thirds. Sadly, Thomas was injured during pre-race testing for Formula 3 in 1991 and missed a year. Given the right funding and exposure, Thomas is expected to be another Brazilian with Formula 1 potential, so watch this space!



Thomas Erdo
Il fait partie de ces jeunes brésiliens au grand avenir. Thomas démontre dans chaque championnat auquel il a participé ses brillantes qualités. Formula Ford 1985, Formula Ford 1987 et deux Championnats de Formula Renault. Anglais en 90, deux quarts victoires, trois seconds et deux troisièmes places.
Malheureusement, en 91, un essai d'un test en Formula 3 l'a blessé et il a manqué une année entière.
Thomas est reconnu pour avoir le potentiel de la F1 et devenir "Tanny" Brésiliens dans notre élan.

Chris Hodgetts
Chris was British Racing Champion five times before his win in National Clubman's (1976). He progressed a move to racing cars, his first BTCC class champion in 1981 and outright champion in 1986 and 1987. Chris also raced prototypes, winning the 1988 British Group C title. He came 2nd in the TVR Furan Challenge and achieved a later win at Le Mans Le Mans in 1989. In 1990 Chris won both the TVR Tarmac Challenge and the British C2. Sponsor: Champcar. He won two races outright and coming second in a third. He currently leads the UK BRDC GT Championship.



Chris Hodgetts
Chris a été quatre fois champion britannique, cinq victoires au National Clubman (76-79) avant de passer en Touring Car Champion BTCC en 81 avant qu'en 86 et 87. Il a couru sans cesse en prototype, gagnant le titre anglais du Championnat anglais en 88.
Il a remporté le Challenge Furan TVR et gagné sa classe en 89 au Mans, au Mans. En 90, Chris a gagné son deuxième le Challenge Tarmac TVR, mais aussi le Championnat anglais des Hommes de Sport C2.
Il a remporté le Team Marcus au Jules et leur approché deux fois gagnant deux courses et finissant deuxième dans une troisième. Il est l'actuel leader du Championnat BRDC GT anglais.

Jan Lammers
Born in Holland, Jan is one of the world's most experienced drivers in the sport (five seasons in Formula 1 (1979-82/82) and has in WRC three starts, including victory for Japan in 1984 and 2nd in 1990). He followed this with drives for TOM's Toyota in the 1991 and 1992 Vivaldi Quatre Heures before returning to Formula 1. Jan was a star of the British Touring Car Championship driving the TVR Vitesse in 1994 but began 1995 with a faltering win in the Kyalami F3000 - a return to old times, since Jan was runner-up in the 1987 F3000 world championship.



Jan Lammers
Né en Hollande, Jan fait partie de l'élite mondiale. Il passa cinq ans en F1 (79-82/82), il a participé aux trois premières courses de la saison en 86 et en deuxième place en 88. Il pilota pour Team TOM en 91 et 92, avant de retourner en F1.
Il fut ensuite le star du Championnat de Grand Tourisme anglais (TVR Vitesse) en 94, et courut en 95 pour une splendide victoire en F3000 à Kyalami, un retour aux sources puisqu'il participa déjà à ce championnat en 87.

COMPAG TOSHIBA PC FUJITSU iCL NEC HEWLETT PACKARD INOVELL

Racing with

MARCUS CARS
153/154 West Wills Trading Estate, Wootton Bassett, BA13 4JN, UK. Tel: 01773 864097

1995-2020



Celebrating 25 Years



The two Team Marcos LM600s line up for the start of the race, on the afternoon of 17th June 1995.

Foreword

My great thanks to Marcus Potts for his efforts in digging out and pulling together this compendium of all the official Press Releases as well as some previously unseen photos recording Team Marcos at 1995 Le Mans 24hr.

It was one of the greatest weekends of my life and I have had a lot of fun recalling events from then – the memories are still vivid even if the sequencing is a bit hazy.

So many people to thank, it is difficult to name them all, but here are a few. Without Philip Hulme of Computacenter, enthused by Andy Purvis, the dream would have remained just that. To Chris Hodgetts, without who's input we probably wouldn't have developed a car capable of tackling Le Mans. To Cor Euser for picking up the phone and answering the last minute driver SOS call. To Tommy Erdos and François Migault for both their engineering skills under pressure as well as their driving abilities. To David Leslie for being so generous in his support towards me – not least for teaching me the course on a tourist bus but most importantly for qualifying car 71.

To everyone in the race team and all the support staff at Marcos who worked stupid hours in the run-up to the event and during it – but they couldn't have done it without the efforts of everyone else who worked in the factory at the time delivering the 'day-job'. To everyone's partners and families who tolerated the long absences, exhaustion and obsession with getting the cars to Le Mans – we couldn't have done it without you. Thanks, of course, to my father, Jem Marsh, Lyn and Nicky, for their support and hard work. Finally thanks to Emeric and Pierre-Etienne Bordet for tracking down the cars some 15 years later and restoring them to their former glory, keeping the memory very much alive through those beasts of cars!

Unfortunately due to the global pandemic it hasn't been possible to take advantage of this anniversary year to celebrate properly, but we hope to do so as soon as we are able. Thanks to the wonders of the internet, we are collating further photos and memories from that weekend – of those of all of you who were there.



In due course, we hope to supplement this “official” book of Marcos at Le Mans in 1995 with some of these other stories so that it can become a reflection of memorable achievement for all Marcos lovers – not just the “official” Marcos team.

It is sad that some of the key figures from that wonderful weekend are no longer with us to share our joy in recalling the adventures – most notably, Dad, David Leslie and François, Jeremy, as well as our team manager, Roy. But they live on in our memories and their presence in our recollections of that weekend is as clear and sharp as if it happened just yesterday.

In memoriam Jem Marsh, David Leslie, Francois Migault, Jeremy Kearns & Roy Baker.

Chris Marsh
June 2020
Wiltshire



Team Marcos Personnel Le Mans 24 Hours

June 1995

Jem Marsh

Roy Baker ~ Dave Pruett

Chris Lawrence ~ Philip Hulme

Car #70: Chris Hodgetts ~ Thomas Erdos ~ Cor Euser

Car #71: David Leslie ~ François Migault ~ Chris Marsh

Pete Baxter ~ Chris Beattie ~ Dave Chivers ~

Isobel Chivers ~ Joe Cubitt ~ Jerry Dando

John Davies ~ Paul Davis ~ Andy Deeming

Colin Denyer ~ Tara Erdos ~ Rob Evans

Ellie Euser ~ Richard Fielding ~ Steve Forster

Colin Goodwin ~ John Grainger ~ Tony Hamblin

Paul Harding ~ Belinda Hodgetts ~ Jan Hulme

Alan Johnson ~ Jeremy Kearns ~ Carrie Lawrence

Jane Leslie ~ Keith Lothian ~ Fabienne Migault

Shaun Mitchell ~ Shane Monger ~ Ben Marsh

Lyn Marsh ~ Nicky Marsh ~ Graham Nash

Franca Potts ~ Marcus Potts ~ Josh Potts

Andy Purvis ~ Jerry Sandell ~ Steve Sawyer

Peter Short ~ Yvonne Short ~ Neal Silverstein

Chris Webster ~ Alan Wyatt

In alphabetical order, and with apologies to anyone who may have been omitted.



© Marcus / CMC

Car #71 heads out under the Dunlop Bridge towards the Esses. You could feel the earth below your feet trembling as the LM600s thundered past.

Before the Race

In early June a general information pack was distributed to the Media with background material on the race team and sponsors:

The 1995 Le Mans 24 Hours sees a capacity grid for the first time in many years, and the return of several "old names" to the famous Sarthe circuit. One of these is Marcos, coming back to the scene of something of a victory for this specialist British sportscar manufacturer. Back in 1966 the diminutive Mini Marcos was the only British entrant to complete the course, crossing the line 15th after a particularly gruelling race.

In 1995 the well-prepared two-car factory team hopes to do more than simply finish. With strong performances in the Donington round of the Global Endurance series, and currently leading the domestic BRDC GT Championship, the Team Marcos LM600 had already shown itself well capable of winning in the GT2 class. With outright victories against GT1 category entrants their potential is undeniable.



David Leslie, François Migault and Chris Marsh, during the parade of drivers at the circuit.



Cor Euser, Thomas Erdos and Chris Hodgetts acknowledge the cheers as they are presented to the crowd before the race.

The LM600 is a direct development of last year's highly successful LM500. In addition to the installation of the 6-litre Chevrolet V8, restricted to produce 520 bhp and 450 lb/ft torque in the Marcos, the car has also undergone radical design changes to the body and chassis. The result is a body shape which bestows in excess of 300% more downforce than last season's car, yet still achieves a 10% reduction in drag. The tenacious cornering capabilities, so renown of the Marcos GT, have been enhanced as a result, while the top speed now approaches 200 mph.

To take full advantage of the car's performance Team Marcos has gathered together a hugely experienced teams of drivers. Joining their regular pilots, Chris Hodgetts and Chris Marsh, are Thomas Erdos, Cor Euser, David Leslie and François Migault.

Thomas Erdos was British Formula Renault champion in 1990. For Cor Euser, who took over the seat vacated by Jan Lammers, this will be his fourth visit to Le Mans. Last year he drove with Franz Konrad to finish 3rd in the GT2 class - a placement also achieved at the Daytona 24 Hours. Erdos and Euser team up in car number 70 with Chris Hodgetts, twice British Touring Car champion and a class winner at Le Mans in 1989 for Mazda.

David Leslie is another ex-Jaguar Le Mans driver, although many enthusiasts will also recall the emotive Aston Martin entry of 1989, in which David drove one of the thunderous AM1s. François Migault is undoubtedly one of the most experienced drivers on the endurance circuit. With 21 Le Mans starts to his credit, and seasons in Formula 1 with BRM, Embassy-Hill and Williams, François probably knows the famous Le Mans circuit better than anyone - he was born there! They join Chris Marsh, son of Marcos founder Jem Marsh, in car No.71.

The Team's Sponsors

The Team Marcos sponsorship list for 1995 reads like a Who's Who of Computing. Joining the team's leading sponsor, Computacenter, are household names like Compaq, Toshiba, Fujitsu ICL, Digital, Apple, NEC, Nokia Monitors and Novell. Other leading sponsors featured on the car are: Caerbont Automotive Instruments, Datrontech, Kingston, Suna Supplies, Attachmate, Hayes, Wall Data and Mobil 1.

Computacenter is the UK's leading personal computer and desktop services company, with some of the country's largest and most successful users of micro-computer systems among its clients. The company supplies, installs and supports software and hardware from all leading manufacturers, despatching more than 100,000 PCs annually. Computacenter had an annual turnover in excess of £400 million in 1994 and employs more than 1500 staff. Computacenter became principal sponsor to Team Marcos in 1994. Joining Computacenter as sponsor for Le Mans is Computacenter France, until recently known as Networx and one of the leading IT suppliers in France.



© Marcus / CMC

In Computacenter's corporate colours of dark blue and silver, the #70 Marcos LM600, with Chris Hodgetts in the cockpit, waits for the start of the first qualifying session.

Sponsors, in alphabetical order

Apple Computer Inc is one of the world's best known manufacturers of personal computers, as well as being recognised as a pioneer and innovator in the information industry. Attachmate is a leading provider of computer connectivity software, allowing users to connect together virtually any host or server. Caerbont Automotive Instruments is one of the leading names in vehicle instrumentation, and the name behind the famous Smith's brand. Compaq Computer Corporation is the world's largest supplier of personal computers, selling its products in over 100 countries through a network of more than 38,000 marketing partners.

Datrontech is the UK's largest distributor of computer memory upgrades and enhancements. The company is the sole UK distributor for Kingston; one of the world's largest manufacturers of such products. Digital PC is one of the fastest growing PC businesses in Europe, as a developer, manufacturer and supplier of leading-edge personal computer products. Fujitsu ICL is the result of a partnership between two leading technology developers that, surprisingly, stems back over 10 years. Fujitsu, with an annual R&D spend that exceeds \$3.3 billion, is the world's second largest IT supplier.

Hayes is a name synonymous with data transfer, with the Hayes AT Command Set being the standard by which all modems are measured. Hewlett-Packard is a leading designer and manufacturer of personal computers and peripherals. NEC (UK) Ltd was founded in 1973 as a wholly owned subsidiary of the NEC Corporation, another of the world's leading IT companies. Nokia Monitors is part of the Finnish communications giant, and specialises in the manufacture of high quality computer monitors.

Novell is perhaps the world's leading computer network company, developing and supplying software and services the world over. Project is the brand name of Computacenter's own quality peripherals. R-M Automotive Refinish is a division of BASF and a supplier of the highest quality paint systems for all the finest vehicles. Suna Communication Cabling specialises in the installation and servicing of computer networking and cabling.

TNT is synonymous with dependable delivery and Team Marcos is grateful to know that they will be ensuring the safe delivery of their race cars. Toshiba is a pioneer in the design and manufacture of portable PCs, and can lay claim to all the notable "firsts" in this area.

Thanks also to Autodesk, Car & Car Conversions, Dunlop, Hella, Listers, PIC, NCK engineering, Suplex, Tech Textiles, Tigwell & Williams and W. D. Field.

A full media pack, including sheets carrying information on the cars, drivers and race history as well as the above, was available to all members of the press corps at Le Mans.

The Build-Up

The cars, packed into the transporter and accompanied by a support truck, left the Westbury race shop on Friday 9th June, together with a core of around a dozen mechanics and engineers. Their primary task was to have the team's two pit garages set up and operational by the time the full compliment of personnel arrived in Le Mans on Monday, June 12th.



In first of the team's two LM600s is unloaded carefully from the transporter in anticipation of scrutineering in the city centre at Le Mans.

These initial stages went smoothly. However, at 8:00 on the Monday evening a fax was received at one of the team's hotels announcing that Jan Lammers would be unable to take up his drive for Team Marcos. With scrutineering scheduled for 9:00 the following morning - at which all the team's six drivers would have to be present to sign on - this left little time to find a replacement, especially considering the late hour. A meeting between the other drivers and the team management went on until after midnight, with Cor Euser being contacted and offered the seat. Fortunately, Cor is a keen Marcos enthusiast, has the right racing credentials, was free at the time, and had not yet gone to bed! He and his wife, Elly, were in their car and driving down to Le Mans from Holland early the next morning.

A press release was issued to announce Cor's appointment:

Driver Change

As a result of pressing personal and commercial considerations, Jan Lammers is unable to take up his drive for Team Marcos at this year's Le Mans 24 Hours.

In his place steps the Team Marcos reserve driver, another Dutchman: Cor Euser. As well as participating in British Formula 3 and European 3000, Euser has also enjoyed success as a driver with Euroracing in Group C. In the late 1980's this involved driving a Spice, but more recently Euser and Euroracing achieved notable results with the Lola Group C cars. He has shared driving with both Heinz Harald Frentzen and Stefan Johansson, although latterly has driven with Franz Konrad in Porsches, here at Le Mans and also at Daytona.



Cor Euser stepped into the breach after Jan Lammers reconsidered his seat with Team Marcos in 1995. It would be the start of a lengthy and hugely successful relationship with the marque for Cor.

Euser made his debut in a Marcos LM600 at the Global Endurance GT Series Donington 4 Hour in May. In that event the LM600 showed very strongly during the first two hours before being sidelined by an electrical fault. Euser was sufficiently impressed by the experience that he has subsequently confirmed an order for an LM600, which he plans to race in the last half of this year's Global Endurance Series.

Scrutineering

Scrutineering was held in the traditional town centre venue. Thousands of people packed the tree-lined square as the cars were wheeled out of the transporter and ushered into the scrutineering bays. The whole process took almost two hours, with the organisers meticulously examining every aspect of each car, checking for irregularities and for full compliance with the regulations.

Team Marcos was first into the Place de Jacobins on Tuesday morning for the second day of scrutineering. Both cars passed through the close inspection without problem.

Although the cars experienced few problems the same could not be said of all the drivers. David Leslie was astonished to have two of his three helmets, each virtually brand new, rejected by the organisers. He had to go out and buy another one as a spare. François Migault was even more surprised when the long arm of the law descended heavily on his shoulder. As a Miami resident, François is no longer a regular visitor to his native land, but the gendarmes were still keen to speak to him on behalf of the French Inland Revenue. It was a misunderstanding that was happily resolved before Team Marcos was put in the difficult position of having to look for yet another driver!



Car #71 undergoes the rigours of technical scrutineering in the Place des Jacobins, in the heart of Le Mans.

© Marcus / CMC



© Marcus / CMC

Meanwhile, Cor Euser arrived and duly signed on as the newest member of the team. With the cars returned to the circuit the mechanics then busied themselves in preparing for Wednesday qualifying.



© Marcus / CMC

Wednesday Qualifying

Priority for Team Marcos during the first session of qualifying on Wednesday evening was to ensure that all six drivers qualified comfortably.

Both Team Marcos LM600's had arrived at Le Mans with a variety of recent installations and fresh equipment. This included a brand new differential in one car and a virtually un-run engine in the second. As a result the team's drivers were following a strict 6000 rpm rev limit and had clear instructions to take things easy; doing no more than was necessary to achieve satisfactory qualifying times. All six drivers cleared this hurdle relatively early during both the daylight and later night-time sessions. The cars were then sent out on regularity runs to bed-in the new kit.

Opposite: the Team Marcos LM600s generated considerable interest from the crowds watching scrutineering.

Below: The team was eager to get going, and the LM600s were at the head of the queue to head out onto the circuit for the start of qualifying.



© Marcus / CMC

This requires a brief explanation. At Le Mans it is not only necessary for the cars to qualify, by achieving a time within 130% of the time set by the fastest car, but it also essential that each driver qualifies too. This has to be done in both daylight and night-time conditions, which is why there are two qualifying sessions each day: seven pm until nine to simulate daytime racing, and ten through till half-past midnight to replicate the night-time conditions.

During these first sessions there is less emphasis on setting fast times, but more effort in ensuring that all six drivers (three for each car) post representative times under both sets of conditions. This was achieved and the team packed up at the end of the day satisfied to have achieved full driver qualification.

As it turned out neither car arrived at the circuit with a set-up which could be considered well-suited to the conditions or the driver's preferences. Spring rates on car 70 proved too soft. For the second period spring rates had been upped by 20% all round, and it is now planned to firm-up the rear settings yet further in anticipation of Thursday's qualifying. Another tuning development to come out of Wednesday's session related to drive ratios. Following points raised during the first daylight period it was decided to experiment with revised drop gears in the differential on car 70. These were changed for the second period. It then transpired that both cars were still achieving a top speed of over 190 mph, but car 70 could now match this while pulling 900 rpm less than car 71. It is now





© Marcus / CMC

planned to change the gearbox ratios to provide an "overdrive" fifth and to lower the third gear ratio specifically to address a number of corners on the circuit. Since pre-qualifying in April the team has achieved considerable improvements in fuel economy, and now anticipate pit stops for refuelling at intervals of around an hour and a half.

Although four out of the team's six drivers are regular visitors to the Le Mans 24 Hours, it is the first participation for the other two. Chris Marsh, son of Marcos' founder Jem Marsh, had his first taste during pre-qualifying in April, but returned from his first serious session in darkness yesterday grinning broadly. Highlight of the circuit - for him at least - turned out to be the rise just before the end of the Mulsanne, and he spent quite some time after he emerged from the car talking excitedly about the wonderful sensations it created in his stomach!

Thomas Erdos, who is also racing here for the first time, said "it was a fantastic experience! I've never driven on a circuit of this size before and I'm amazed and very impressed that the ACO can keep an eight mile circuit in this kind of condition." He also commented on his own approach to the coming race: "I admit I don't have a huge amount of experience of this kind of racing, but I'm listening to the other guys, and I'll go along with their plans."

For one man, though, this is a particularly special occasion. Jem Marsh, who founded the company with Frank Costin in 1959, first brought a Marcos to Le Mans in 1962. The marque's most famous exploit, however, was to be the only British entrant to complete the 1966 race. The Mini-Marcos of Ballot, Lena and Marnat finished 15th while other far more illustrious names fell by the wayside. This year he hopes to see his son do more than emulate that performance of almost thirty years ago.

Thursday saw much of the same, except Marcos won the first trophy of the week:

Team Marcos Wins!

Team Marcos scored its first outright victory at the 1995 Le Mans by winning the traditional inter-team golf tournament.

Every year the various teams racing in the Vingt Quatre Heures du Mans are invited to enter a team of four golfers to play for the Automobile Club de l'Ouest's exclusive trophy.

Team Marcos elected to enter their 1967 Le Mans driver line-up as half of their foursome, with Marcos founder Jem Marsh joining forces once again with the man he shared the Mini Marcos with here in 1967; Chris Lawrence. Reflecting more recent developments at Marcos they were playing alongside Bill Holmes, father-in-law of Computacenter boss Philip Hulme. These three were joined for the occasion by special guest "driver" Tiff Needell, taking time out from the PC Automotive Jaguar pit.

In the match itself Bill Holmes came away a clear winner, with Chris Lawrence close on his heels. Tiff played a sterling round for his circuit rivals, although rumour has it he lost a few balls in the process. Two of the player's wives caddied: Lyn Marsh and Carrie Lawrence - "We caddied and they still won!" said Lyn as they returned triumphantly to the Team Marcos pits this afternoon. She was wielding the splendid ACO trophy, now proudly displayed in the garage.

The team has taken heart from this unexpected win.

Thursday Qualifying

As it turned out that golf trophy was indeed splendid, since a sighting later in the week of the official winner's trophies for the race itself revealed that the one of the golf looked far superior! Revitalised, the team prepared for the Thursday qualifying sessions:

Thursday qualifying was one of mixed fortunes for Team Marcos. Still running to restricted revs, David Leslie (driving the number 71 car) improved his time over Wednesday by recording 4:21.13. Chris Marsh and François Migault then took turns to go out for extended durability testing to ensure that all yesterday's running-in was completed without problem. The car returned to the garage at the end of the daylight session and was set down for the night. The pit crew then transferred to assist with the other LM600.

Roy Baker, sadly no longer with us, shakes hands with one of the ACO's officials ahead of the Thursday evening qualifying session.



© Marcus / CMC



© Marcus / CMC

Chris Hodgetts (No. 70) had come to a premature halt out on the Mulsanne very early in the period, when an oil feed pipe to the gearbox split after just one lap. Although this looked pretty spectacular, with reports of "bits of engine all over the track", the truth was actually far less critical. Fortunately the car was returned to the pits before the end of the first session and repairs could be effected in time for Chris Hodgetts to be able to go out again at 10:40. With instructions to do just three laps Hodgetts went for a flyer on the second and set a more respectable 4:18.93 This pushed the car comfortably up the order and placed it alongside the Leslie/Migault/Marsh LM600. His task achieved, Hodgetts was called back in and the team shut up shop for the night.

As we said at the time . . .

It is worth noting that both cars had run during qualifying in full race trim.

This is actually an important point. A number of teams had prepared special cars for the qualifying session; installing high power engines with a view to gaining places on the grid. Accepting that they could not realistically achieve pole, or even pole for the class, Team Marcos opted for a straight race set-up with no frills. This meant that the drivers would establish an early rapport with their cars that might give them an advantage in the race, when other drivers would be coming to terms with cars that were less powerful (but more durable) than they'd been using in qualifying.

A quarter of a century later, and the LM600 still looks svelte yet purposeful. Here, Chris Marsh heads through the Dunlop Chicane, early in the evening during Thursday qualifying.

Friday

There was a surprisingly relaxed atmosphere in the Team Marcos garages on Friday morning - possibly a result of an equally relaxed session back at the hotel after yesterday's final qualifying. Tasks for the day included generally overhauling all components and replicating race set-up specifications in the spare kit, as established during qualifying. This included revised gearbox ratios. All in all, a typical Friday at Le Mans. The final set-up on car 70, which went out for just three laps during final qualifying, established the final guide-lines for the race and there are no plans to alter anything further.

As a former British Touring Car Champion, and with several Le Mans runs to his credit, Chris Hodgetts brought vast experience to the squad. He would go on to win the British GT2 title with Team Marcos in 1995.

David Leslie in car 71 had noted a tendency towards hot feet, so cooling ducts have been introduced which should direct fresh air into the driver's footwells. A green identification light has also been added to the forward aspect of the



driver's door mirror, which contrasts with the orange light above the windscreen of car 70. The air intakes ahead of the rear wheel arches, previously employed to force fresh air onto the rear brakes, have now been re-employed as ducts for introducing an extra flow of cool air to the boot cavity, where the radiators for the gearbox and differential are housed. Car 70 can be readily identified in daylight by the fluorescent orange flashes on the windscreen sunstrip and leading edge of the rear wing.

Chris Hodgetts, Cor Euser and Thomas Erdos from Car 70, and David Leslie, Chris Marsh and François Migault from Car 71, attended the parade around the town on Friday evening.

This was a new event for 1995 but was surprisingly poorly attended by other teams, despite huge crowds of spectators. The level of commitment to events such as these by members of the team was to pay dividends later. Meanwhile, an hour's drive north east of Le Mans, other things were happening:

Launch of Marcos in France

Marcos Cars officially launched a network of dealers in France today. The company produces three road-going models: the Mantara, powered by a 3.9 or 5 litre Rover-based V8; the LM500, based upon the 1994 Team Marcos race car; and the LM600, a direct development of the 1995 Le Mans car but without restrictors on the 6.3 litre Chevrolet V8! The event was held at the Château d'O near Argentan, and was attended by a large corps from the motoring media as well as representatives from French TV.

There had been several days of build-up at the château but Friday was the big day. Representatives of the race team, including Chris Marsh, attended the launch, with generous coverage on French TV the result.

The Race

Saturday Warm-Up

Thomas Erdos (Car 70) and François Migault (Car 71) took their LM600's out for the morning warm-up period. Erdos set a time of 4:30.22 (34th fastest), while Migault went marginally quicker at 4:26.63 (29th fastest). These times are directly comparable with those set in qualifying, and reflect the fact that both Team Marcos cars have been running in standard race set-up all week.

Thomas Erdos, in his debut season in sports cars, made an immediate impression - fast, yet very considerate of the machinery, and capable of giving accurate, constructive feedback that was invaluable to the engineers.

Migault completed his four laps and returned to the pits. Erdos pulled off after negotiating the first chicane on the Mulsanne when he detected a whine from the gearbox, pre-empting further damage. Back in the pit garage the root cause proved to be an oil leak leading to depletion in lubricant level within the



© Marcus / CMC

gearbox - a fact confirmed by team observers on the track who had seen a trace of oil smoke earlier in the lap.

Chris Marsh is following in his father's footsteps today: Jem Marsh, who founded Marcos in 1959, raced here during the 1960s. Chris has been closely involved in Team Marcos since the factory-backed outfit was established in late 1993, following the launch of the LM500 and was the first to take the LM500 to pole position in June 1994. However, this will be his *début* at Le Mans.

Team Marcos accepted an invitation to offer the co-driver's seat to a bear . . .

Sporting Bears

This is a very special classic and sportscar club that exists solely to raise money for children's charities, although they do try to enjoy themselves while they're at it! Founded about four and a half years ago they have since raised just over $\text{€}100,000$. Members of the club and regular visitors to Le Mans, usually occupying part of the Houx camp-site in the middle of the circuit. This year three of their delightful bears will be riding shotgun during the race itself, one each aboard the two Team Marcos LM600's, and a third sharing the cockpit with Derek and Justin Bell and Andy Wallace in the Harrods McLaren. After the event the bears will be auctioned off to raise extra funds for the charity. This year they're supporting a charity called "Open Doors", which provides motorised wheelchairs for handicapped youngsters, as well as local charities in the areas where activities and special events are held.



The Sporting Bear. Where is he now?

While those who were able to take a hurried lunch, the team's mechanics were working hard on final preparations for the two cars. The first stage of the final run-up to the off involves a presentation of the cars, arranged in the traditional Le Mans style along the side of the start-line straight. Each car is draped in the national flag of the competing teams.



Waiting for the Start

Following the gearbox oil loss in warm-up this morning which, prompted Thomas Erdos to pull off the Mulsanne, the number 70 car was late coming out onto the track and missed the presentation of cars. In case there had been any serious damage to the gearbox the whole unit had been replaced as a precautionary measure. The final nuts and bolts were tightened up just in time for Chris Hodgetts to take the LM600 out onto the grid, just ahead of David Leslie in the No. 71 sister car.

The start itself is now far removed from those heady days when drivers raced across the track to leap into their cars and head off down the track. Today they spend about an hour on the grid, surrounded by photographers and attendant team members, before the course car comes out at about quarter to four.

Five minutes later the whole grid sets off in a formation lap around the eight mile circuit, travelling at about 60 miles an hour. It's a painfully slow period for everyone waiting back at the start, especially those in the pit garages looking out for their cars to return. Timed exactly, the course car peels off into the pitlane and the front runners cross the start line just as the clock moves onto the hour. It's a moment charged with excitement, as the roar of the engines suddenly peaks and 50 cars blast off up the rise to the Dunlop curves.

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Drivers on parade, and taking the cars out onto the grid for the start.



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The Race

The Start LM600s moved off without problem on the formation lap from rows 22 and 23 - and crossed the line for the start of the race nose-to-tail.

The first two laps passed without incident, until Chris Hodgetts lost the bootlid on car 70. This did not prove to be any kind of handicap - indeed, it may even have helped, since it allowed a better flow of air through the oil coolers in the boot! Hodgetts pressed on, and started to pick up places steadily. True to form, the plan to qualify in race trim soon showed that, under these conditions, the LM600 is a competitive GT2 contender.



Hour One

Hodgetts eventually came in for the first scheduled pit stop, on the hour, while running in 21st place. The car took on fuel and tyres - slicks again, despite the spotting rain.

Car 71, however, had called in to the pit garage after half an hour to have the boot lid checked for security, to avoid any chance of replicating the Car 70 problem. At the same time the crew swapped the ECU on the engine, prompted by advice from the driver. They took this as an opportunity to change drivers, with Chris Marsh stepping into the car. Unfortunately this unscheduled stop dropped the car down to 43rd place. However, Marsh took the task in hand and by the hour's end was back up into the nether regions of the low 30's. He continued in the car until half past five, when François Migault went out for his first stint. The car was refuelled and new tyres fitted.

The rain began to fall much heavier and Thomas Erdos (Car 71) returned for wet tyres at 17:35, just as Andy Wallace (McLaren F1 GTR) took the lead.

The team has been very pleased by the first hour's running of the 1995 Le Mans. The loss of a bootlid is hardly serious, so Chris Hodgetts can be deemed to have had a trouble-free first session. The crew behind car 71 can also feel confident about their prospects. Everyone is especially pleased by the tremendous reaction from the public as the cars appeared for the start, and the huge number of compliments received about the wonderful noise generated by the LM600!

Approaching Three Hours

Car 70: Having taken over the driver's seat from Hodgetts not long after the first hour, Thomas Erdos continued to pilot the number 70 car right through the next two hours. Setting consistently good times in the low 5 minutes (typically 5:10) Erdos recovered all the places lost during the earlier pit stop. As the third hour approached he was holding 23rd position, although closing on the Veroux Porsche ahead of him.

At 19:07 Erdos came back into the pits to complete his stint, with Cor Euser taking over the drive and returning to the track in 26th position. Tyres were changed and a replacement bonnet was fitted. This new body panel is fitted with additional dive planes either side of the front spoiler to increase downforce. This will continue in use as long as the current wet weather persists.

With competitors pitting under the full course yellow (caused by an accident near the "kink" on the Mulsanne) Euser has since moved back up to 25th and closed to within a few seconds of the No. 78 car ahead.

Car 71: François Migault ventured out on the circuit to begin his 22nd Le Mans at half past five and made good progress, coming in to change to wet tyres at ten past six (some 50 minutes after car 70 had abandoned its slicks).

He returned to the circuit but managed only a little over half an hour (18:35) before being sidelined beside post 19 at the exit to Tertre Rouge. A fuel starvation problem has been diagnosed from the pits and Graham Nash has travelled out to offer verbal assistance.

Four and a Half Hours

Car 70 - Inside Top Ten Fastest. Cor Euser has continued his stint by clocking up some pretty impressive laps times. Despite - or possibly because of - the dismal weather conditions he has managed to post a consistent series of highly respectable laps, mostly inside five minutes. Indeed, prior to the rain easing slightly he was actually one of the top ten fastest cars circulating on the track, faster even than several of the GT1 cars, including the McLarens. As a result he crept up to 18th spot (the team's first venture into the top 20) and fifth in the



GT2 class. He is scheduled to pit soon and give way to Chris Hodgetts.

Car 71 - François Migault remains stuck out at Tetre Rouge, although the team's mechanics are doing all they can, within the regulations, to help him find the cause of the problem. This turned out to be an electrical failure within the ignition system.

Chris Hodgetts pushed hard from the off, making up several places, despite losing the bootlid early-on.

Five Hours

Car 70 - Up to 17th! Cor Euser pitted at 20:48 while running in 17th place and stayed in the car, returning the car to the track within 30 seconds but dropping back to 18th. He subsequently spun on the approach to the first Mulsanne chicane (21:12), but was back on course inside a few seconds and subsequently moved up to 16th (21:19).

Car 71 - Back on the Track! François Migault is back in the race. The No. 71 car returned to the pit garage for more permanent attention at 21:20.

There was a brief hiccup in our PR output for the next couple of hours while a minor non-racing emergency was resolved elsewhere. Those trackside gravel traps certainly do their job! During this period the number 70 car ran exceptionally well, moving up to run as high as 11th at one stage.

Eight Hours

Car 70: Cor Euser had a minor off at 21:12 on the entry to the first chicane on the Mulsanne. The damage appeared superficial, so he pressed on until his next scheduled stop, pitting at 21:50 to complete his first stint at the wheel. The casualties proved to be the driver's side wing mirror, which was ripped clean away, and the Perspex side window, which sustained damage to the helicopter-style air vent. The rear wing end-plate also sustained minor injury.

Chris Hodgetts returned to the driver's seat but was unable to get out again until just gone ten o'clock, at 22:05. He pitted again half an hour later to have a rear wheel bearing checked and tightened. This kept him in the pits for a full ten minutes and dropped the car down to 22nd position. A complete spare rear upright assembly, including bearing and hub, is being prepared just in case the problem returns. Hodgetts returned to the pits on the approach to midnight for a scheduled tyre and refuelling stop.

Included here as an indulgence: the Harrods-sponsored McLaren F1 GTR was shared by Derek & Justin Bell, with Andy Wallace... who had previously agreed to drive for Team Marcos until the better offer came along. They would finish third.

Car 70 is currently lying fifth in class but, with Hodgetts at the wheel, is lapping some ten seconds a lap quicker than its nearest rivals.

Car 71: Following François Migault's heroic efforts in getting the car back to the garage after the electrical fault at Tertre Rouge a new "spark box" saw David Leslie back out on the track just ten minutes later. While the front was



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off the opportunity was taken to fit the "night bonnet" - the only real difference being that the Perspex headlight covers are not reinforced by helicopter tape, so allowing better illumination. Leslie stayed out for 75 minutes, pitting for fuel, tyres and a fuse for the rear lights at 22:45. At the same time the car's supplementary rear light clusters were disconnected, having been blamed for the fuse failure. (Car 70 had never been fitted with these extra units.)

At 23:50 David pitted again for fuel and tyres, with the stop being taken as an opportunity for Chris Marsh to take over and for the crew to attend to a loose primary on one exhaust bank. A temporary repair was effected, and steps are in hand to make more permanent measures when Chris comes in for his next scheduled stop.

Having been out of the race for almost an hour and a half Car 71 had slipped down the order to 32nd place. Since then it has run reliably and consistently, and is steadily making progress. With a number of cars theoretically ahead of it in the field also having suffered delays or even been withdrawn there's every chance of Chris Marsh making rapid progress up the order.

Chris Marsh makes his Le Mans race debut, Saturday afternoon.



Almost Half Way

After his midnight pitstop Hodgetts stayed out for another hour and fifteen minutes before returning for fuel and tyres. A suspected cylinder problem turned out to be the first hint of a failing exhaust system. Cor Euser took over the seat from Chris Hodgetts and was sent out again at 01:34 while measures were prepared in the garage to examine the exhaust more closely on his next visit.



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The start of a routine pitstop for the #71, during the early hours of Sunday morning

Euser returned to the pits after two further laps and pulled into the garage so that temporary repairs could be effected. The crew worked extraordinarily fast to have Euser back out inside fifteen minutes, although the cost in terms of positions was great; the car dropping down to sixth in class and 25th overall.

At 02:20 Euser was reported to have lost rear lights. Advised by radio Euser was able to check the circuit breaker and revive them. His response was to query the state of his exhaust once again, although was promptly reassured by the crew that the car "sounds great!" It may well have done, but he was still easing the LM600 into the rear of the pit garage fifteen minutes later for an extended coffee break. The mechanics made a very thorough job of repairing the exhaust and also took the opportunity to fit new brake discs, thereby rendering this "time-out", in effect, a routine stop, albeit one that lasted until 03:18

Car 71: Now running smoothly after Migault's black box swap, and with first David Leslie at the wheel and then Chris Marsh (from midnight) the No. 71 LM600 has been steadily adding laps. Marsh pitted for fuel and tyres at 01:17, spending fifteen minutes stationary in front of the garage while precautionary repairs were carried out to the exhaust system in this car.



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He returned once again at 01:48 for just two minutes to have the screen cleaned of oil generously deposited there by another car. Ten minutes later he was back in yet again, this time with front light failure caused by irregular action in the contact breaker. The car was refuelled, glass cleaned and sent back out at 02:04.

02:55 saw Chris Marsh back in with on-going headlight problems, the intermittent contact breaker failures making life decidedly difficult. He also suspected low fluid levels in the power steering reservoir, but this was checked and appeared fine, so the "increasingly heavy steering" was put down to driver fatigue. François Migault, refreshed after his outing at Tertre Rouge, took over and returned to the track at 03:00. The on-going contact breaker problem in the main lighting circuit brought him back in at 03:13, although he had sailed through the pit lane five minutes earlier without stopping! He stayed just three minutes.

The mechanics toiled through the night on both cars, at different times and with varied challenges, but it wouldn't go un-noticed, and Team Marcos would go on to win the coveted ESCRA trophy in the end - a well-earned reward for their efforts.

Sunrise

Car 70: Cor Euser saw the No. 70 car safely through the half way stage with a series of blistering laps. Clocking times that were consistently under the five minute mark, Euser was circulating as quick as anything else on the circuit.

At 04:30 Euser returned to the pits, reversing the car into the garage following an excursion across the gravel at the second Mulsanne chicane. Thomas Erdos had to suppress his enthusiasm to leap straight into the car, with the decision taken to sort out the exhaust fracture once and for all by removing the whole lot and starting again. This is a far more challenging operation than might be imagined, since it requires the removal of large sections of engine, bodywork and ancillaries. That the spare system also required some fine adjustments in order to fit perfectly added a further dimension to the task - and some extra minutes. However, all has now progressed well and Erdos should be able to get back to work before the clock strikes seven.

Car 71: The pit crew were thrown into the depths of despair as four o'clock approached when François Migault failed to come round after the expected five-and-a-bit minute interval. Reports had him stranded out on the circuit somewhere near the old signalling pits at Mulsanne corner.

Just as a search party was about to be despatched the LM600 suddenly appeared outside the garage after an 8:40 lap (03:52). It turned out to be a repeat of his earlier "black box" incident and, now experienced at roadside repairs, he was able to get the LM600 going and back to the pits. The ECU was replaced once again while other aspects of the electrical system were examined for signs of a root cause.

Migault returned to the fray at 04:11, running in 30th place, but came back in again briefly at 04:25 asking for a set of slicks. He then proceeded to fill in a very long unbroken stint of well over an hour before coming in for fuel, an oil top-up, tyres, new brakes and the now-obligatory exhaust check at 05:40. This kept the crew busy for half an hour; Migault resuming his journey at 06:10.

The welcome arrival of dawn and steadily improving visibility also means relief for Team Marcos, in one respect at least. Now able to run without full headlights the strain on the electrical system is eased somewhat, so François is hoping that his new-found experience as a trackside mechanic will not be called upon again.

Car 70 passed the 100 lap mark at just gone half past six. Simultaneously, it moved up to 27th position and within one place of its team mate.

Sunday Morning

Car 70: After two and a half hours languishing at the back of the pit garage, the No. 70 car finally re-emerged, resplendent with gleaming new exhaust system

(well, it would be if you could see it) at 07:03. Thomas Erdos, who had been waiting patiently to take up the challenge ever since Cor Euser came in at half past four, headed away up the pitlane to cheers and the sound of self-congratulatory back-slapping from the Team Marcos pit crew.

Car 71: François Migault's dawn run was completed when he came in to the pits at 07:20 to hand over to David Leslie. The No.71 car has since been running soundly, quite literally, and setting healthy lap times in the low fives or occasional high fours. Leslie came in for a scheduled fuel and tyre stop at 08:35. At the same time remedial action was carried out on the exhaust manifold, in the hope of being able to avoid the total exchange required earlier on the sister LM600. He exited the garage to resume the race at 09:12.

In the dismal light of this day (perhaps harsh if you've not seen a bed for more than 24 hours) the cars are showing all the signs of having battled fiercely with the elements. Blackened by dirt and rain, baked by their sidewinder exhaust systems, the two LM600's have already confounded the critics. Simply to have both cars still running through to daylight on day two was more than many had predicted. Bearing in mind that these cars are more used to running 20 lap races in the UK's BRDC National Sports GT Championship, to have run so strongly for sixteen hours is testament to the quality of preparation and commitment from the race team.

Sunday Mid-Day

The huge effort from the Car 70 pit crew to get the car back onto the track in the early hours, replacing the whole exhaust system, proved to have been in vain. An hour later their delight turned to despair when the news came through from Thomas Erdos to say that he had lost all drive to the rear wheels. He was about as far away from the pits as he could get, being just beyond the Mulsanne Corner. Despite an hour of persistent effort, using whatever improvised tools and oddments came to hand, he was unable to get the car moving again. Eventually, at 12:45, Team Marcos officially lost its first car and the ACO removed reference of the car from the timing screens.

Car No.70 had officially lasted into the 20th hour.

Car 71: David Leslie had taken over from François Migault at 08:35, and managed almost an hour and a half of uninterrupted lapping before coming in for a five minute scheduled fuel and tyre stop at 09:50. Chris Marsh climbed back into the car when Leslie returned for another routine pit stop at 11:05, together with two and a half litres of oil.

He stayed in the car until 12:20, despite a "moment" which saw him spinning across the track at the Porsche Curves. "Sorry; that was silly" came the apology over the radio. François took over again, but was driving gingerly back to the pit garage before one o'clock with a water leak. It took the mechanics half a

hour to locate and fix it and allow Migault back out again at 13:30.

Car 71 has now completed 161 laps, lies in 22nd place, and has been running for twenty one and a half hours.

Like everyone else on pit row, we're all dead on our feet and sleeping bodies litter the garage. Those of us still working - especially the pit crew on Car 71, seem remarkably cheerful - probably something to do with being in the face of adversity - and that's probably what's keeping us all going.

Not long after lunch came news of another award for Team Marcos . . .

Team Marcos Wins . . . Again!

Team Marcos is delighted to have been awarded the official mechanic's trophy, the E.S.C.R.A. Prize, by the Automobile Club De l'Ouest.

Officials from the ACO have been taking a close interest in the pit personnel on all cars in the race, and finally decided to award this prestigious trophy to the hard working Team Marcos crew looking after the Leslie/Marsh/Migault LM600, car number 71.

Team Marcos is particularly honoured to receive this trophy - which is in recognition of the team's technical assistance and unstinting efforts in keeping the car out there on the track.

The #71 makes its final pitstop. A clear run to the flag awaited Chris Marsh, given the honour of bringing home the surviving LM600.

The mechanics in question are: Jerry Sandell, Robyn Evans, Joe Cubitt and Keith Lothian.



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The Race Ends

Car 71: Amid hugely emotional scenes - and possibly the largest cheer not reserved for one of the winners, Chris Marsh brought the last remaining Team Marcos LM600 across the line to complete the Marcos involvement in the 1995 running of the Le Mans 24 Hour race. Grabbing a vast Union Jack, held out to him by one of the team's timekeepers, Chris eased the war-weary Marcos into parc fermé, followed closely by the first and third placed McLarens.

Back behind the closed shutters of the Team Marcos garage an impromptu party erupted, with champagne flowing as freely as the tears. Jem Marsh, standing precariously on a chair, gave one of his famous speeches, showered everyone in bubbly, and presented every member of the team with a special T-shirt as a memento of the occasion. Rest assured, the memories will never go away.

We would like to express our particular thanks to Cor Euser, who stepped into the breach at the very last moment. We are, of course, sorry that Jan could not take part and has been unable to share in our celebrations.

With the close of the race Team Marcos came within a whisker of a third award . . .

The team's Press Officer, Marcus Potts has been short-listed for the ACO's prestigious Media Communication Award, given annually to the team that has, in the view of the ACO, issued the best quality of communication to the press. In the final analysis the award went to Frenchman Yves Courage.

Not quite the image that became synonymous with the occasion - that one appears a couple of pages further on - but the first in a sequence of photographs that captured the emotional moment when Chris Marsh crossed the line for Marcos. Not for the first time, some might say, but certainly the time when it really mattered.



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Marcos to the Flag

Team Marcos came away from the 1995 Le Mans 24 Hours with a great result - not first across the line perhaps, but first into the hearts of the many British supporters who travelled to France to witness this year's gruelling event.

In the run-up to the race there had been enormous media interest in the return of the small British sportscar manufacturer to this, the world's most famous motor race. Marcos was last here almost thirty years ago with the diminutive Mini Marcos. It was the only British competitor to finish in 1966. Jem Marsh, founder of Marcos in 1959, came back the following year with Chris Lawrence, but bringing a full works team to contest the 1995 running must rank as the most important return visit in the marque's history. What's more, their impressive achievements at Le Mans last weekend defied the critics and moved Marcos well up the list of respected world sportscar manufacturers.

The team's line up of six highly experienced drivers had a total of over 35 previous Le Mans drives between them. Behind them a group of dedicated personnel was on hand to service and supported the two LM600 race cars. Powered by 520 bhp 6.1 litre Chevrolet V8s, these are the latest development of the famous Marcos GT, although far removed in terms of shape and technology from anything Marcos has ever built before.

In qualifying both cars ran in standard race trim, the intention being simply to ensure qualification, not only of the two cars, but also of all the drivers, who had to prove their abilities in the dark as well as in daylight. Times of around 4 minutes 20 seconds on the eight mile circuit proved to be respectable times come race day itself. The traditional Le Mans start is long gone. Today the cars move off behind the pace car at ten to four on a formation lap that brings them around to the starting line as the hour hand clicks on to four o'clock. With an ear-shattering roar, 48 cars open wide their throttles and accelerate down the famous Le Mans straight. It is the start of 24 hours of tense excitement, emotion and, in many cases, heartbreak.

For 17 hours the blue and silver LM600s ran like clockwork. There were moments of concern, but the mechanics and engineers worked wonders to keep the cars going through the night and into the dawn of a second day. Then,

This is the text of the Press Release, accompanied by the image (over the page) that was sent out after the race.

at half eight on Sunday morning, the No. 70 car, driven by Chris Hodgetts, Cor Euser and Thomas Erdos, was forced to withdraw when the main drive shaft failed. The car had run as high as 11th during the early hours in heavy rain. Indeed, while the wet conditions persisted, this car had been one of the five fastest on the track.

With its loss all attention focused on the second car, No. 71, driven by David Leslie, François Migault and Chris Marsh, son of Jem. There were a few heart stopping moments for this car too, with François having to carry out trackside repairs in the pouring rain. As the hours passed by the possibility of seeing it through to the flag began to look even more real. With the loss of both Jaguars, and only McLarens remaining to represent British interest, the cheers from the crowds grew louder each time the LM600, blackened by dirt and rain, bellowed past. Not until Chris Marsh drove the car across the line in 22nd place at just after 4 pm on Sunday could everyone be sure that Marcos had made it. Simply to finish had been the completion of a dream.

They may not have won the race, but Team Marcos did not come away empty handed. Earlier in the week the team's golfing foursome, lead by Jem Marsh, walked off with the ACO Golf Trophy. Then, after the race, the pit crew

Just after Chris took the chequered flag, someone thrust a Union Flag through the open door and into his hand, and set up what has become the classic image of Team Marcos at Le Mans.



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The "before" photo, with the team gathered around the two cars after scrutineering at the beginning of the Le Mans week.

behind car 71 were awarded the official mechanic's trophy, the E.S.C.R.A. Prize, by the Automobile Club de l'Ouest.

Marcos can take enormous heart from their performance here and, having learnt so much from the experience, can now look forward to 1996 with greater optimism. Le Mans has changed beyond all recognition during the past thirty years, but Marcos has proved that there's still a place at the Vingt Quatre Heures for this British sportscar manufacturer.

Marcos will be back!



Heading Home



When you've been awake for close-on 36 hours, it's hard to find the stamina to party, but some members of the team managed to celebrate late into the night, while others collapsed gratefully into their beds. A handful had jobs to go to, and headed back to Britain for a Monday morning return to work. For the rest, it was back to the circuit the following morning to collect the cars from Parc Fermé and complete the process of packing away the contents of the team garage. Proudly wearing their new t-shirts, they posed for a group photo before loading the cars into the team truck and heading back to Westbury.





With particular thanks to Philip & Jan Hulme, without whom none of this would have been possible, and to my wife Franca and the Official Mascot for Team Marcos in 1995, Josh ...



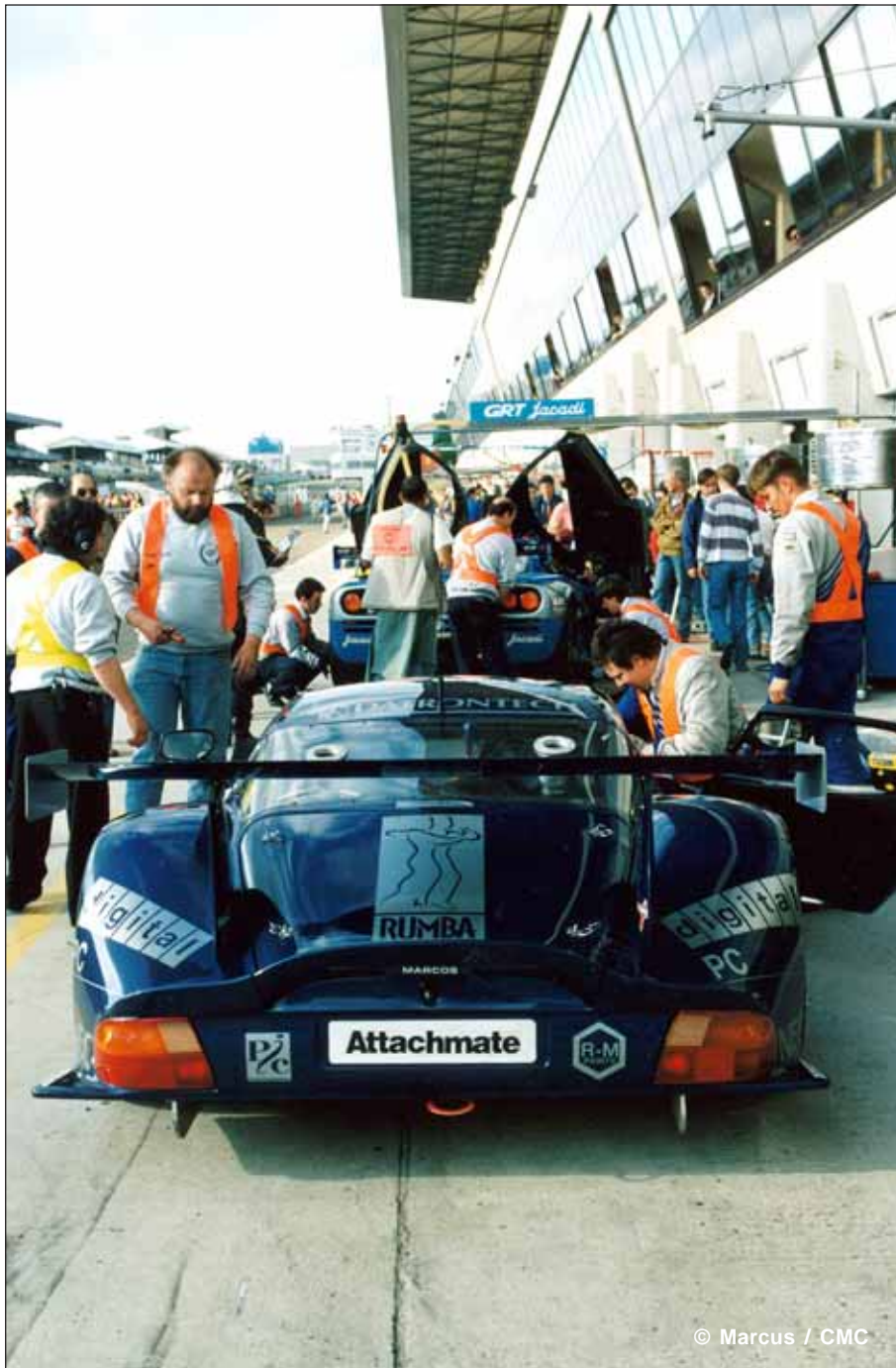
Postscript

This PDF eBook comprises a near-complete archive of all the media output that was created for Team Marcos during the Le Mans week 1995, between June 12th and 18th. I've included all the Press Releases and Race Updates, linked occasionally by contemporary text. Sections written in the present tense are taken verbatim from the material published in 1995. The 'book' also includes many photographs that have not previously been published, as well as one or two that have become fairly iconic, and will be very familiar to Marcos enthusiasts.

Just reading through all this material again after a quarter of a century has brought the memories flooding back. It was certainly a break-point in my life, and on the back of so nearly earning the ACO's Media Communication Award first time out, I went on to work at Le Mans for the next 23 years. Although I was privileged to handle PR for some of the biggest names in sportscar racing, including RML, Bentley, Porsche, Aston Martin and, yes, even Hugh Chamberlain, it was my debut year with Team Marcos that still holds the strongest emotional ties.

I will always remain grateful to Philip Hulme for offering me the opportunity, and to Jem and Chris for welcoming me into the wonderful Marcos family.

Marcus Potts
June 2020



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The Back - The End