

CHAPTER 4

EPILOGUE AND REFERENCES

1970-2011: The ex-Filipinetti, ex-Greder L-88 Coupé (VIN # 194378S410300)

When Greder sold the first Filipinetti car (VIN # 194378S410300) to Jean-Claude Aubriet's Ecurie Leopard, he knew that he would be competing against it. Aubriet was a GM-Opel Dealer in Caën (Normandy) and an amateur racing driver. Unfortunately, as an amateur, he also raced the L-88 on a shoe string budget, with some support from the usual suppliers (gas, brake pads, shock absorbers, headlights) and from local sponsors (a Camembert cheese producer, and a local supermarket...) He maintained and prepared the Vette at his own dealership, Garage de l'Ouest.

Aubriet entered the car in nine races between 1970 and 1973 including:

Race/Date	Nr.	Drivers	Results
Le Mans 24 H. July13-14 1970	1	Aubriet/Bourdon	DNF-5 th hour-accident
T. de France: Sept. 19-27 1970	156	Rouget/Gosselin	DNF- Rear axle
Le Mans 3H.: Apr. 18 1971	?	Aubriet/Sylvain	5 th overall - 2 nd GT
Le Mans 24H.: June 12-13 1971	1	Aubriet/Rouget	DNF-16 th hour- transm.
T. de France: Sept. 17-25 1971	143	Aubriet/Delahaye	38 th
Le Mans 24H.: June 10-11 1972	71	Aubriet/Depnic	DNF-19 th hour – engine
Le Mans 4H.: Apr. 1 1973	?	Aubriet/Depnic	8 th
Le Mans 24H.: June 9-10 1973	69	Aubriet/Depnic	18 th

Years later, at the death of her husband, Mrs Aubriet sold the car to Bob Rubin in the US, through H. Greder. It was restored in New York, by Kevin Mackay. The car was subsequently sold to Larry Bowman who, in turn, offered it for sale in 2009. The car was sold back into Switzerland (possibly the Filipinetti Foundation), reportedly for \$ 572,000 (US) by RM Auctions.

1970-2010: The 1968 Le Mans Wreck ex-Filipinetti L-88 Coupe (VIN # 194378S408067)

Now coming back to VIN194378S408067, the car that Sylvain Garant had crashed during the 1968 Le Mans 24 Hours. We can follow that car through the years too.

The wreck was brought back to Switzerland. Franco Sbarro bought it from Filipinetti. The former Scuderia Filipinetti chief mechanic had opened his own workshop in Les Tuileries. He straightened the damaged chassis, repaired the bodywork of the Coupé and a fitted milder Chevy V8. The original L-88 may have been kept by Filipinetti as a spare engine for the 1969 race.

In 1970, Solar Production and Steve McQueen needed cars for their movie "Le Mans". Some of the scenes had been filmed during the race, but fiction scenes were filmed in the weeks following the race. As with most Hollywood productions, the cars you see on the screen are not always what they pretend to be. Jo Siffert, a Swiss F1 and Sport-Prototype racing driver (who was one of the official Gulf-Wyer Porsche 917 drivers), provided some of the cars that Solar Production needed for the movie. Among them, the ex-Filipinetti Corvette he had bought from Franco Sbarro. The car was re-sprayed Yellow with Black top to look like Greder's 1970 Le Mans entry. Just watch the movie and you'll notice the differences in the roof section and the wheel arches extensions between the "double" (194378S408067) and Greder's real car (194679S706401)

Although Sbarro had asked him not to do so because of the damaged chassis, Siffert (*who always needed money*) later sold 408067 to another Swiss driver named Joe Kretschgi who raced it with success in 71-72.

Yet another Swiss, Walter Stierli, entered it in some races during the 1973 season.

In 1974 Bruno Gerber bought this car and installed a ZL1 engine, obtained through Edy Wyss.

In 1976, after the Hemberg hill-climb, Gerber sold the Vette to Robert Dubler (who still owns it). Dubler raced it at various tracks and in some hill-climbs between 1978 and 1984. After a minor accident at the Oesterreichring, he put the now obsolete racing car into storage, until 2003 when it became eligible for FIA Historic Racing.

At this time, Robert Dubler brought it out of retirement to race both in Historic events such as the Le Mans Classic, as well as hill-climbs, from 2004 to the present. VIN # 408067 is now fitted with a new 454 engine, (but the owner still has the ZL1).

Interesting detail: unlike #194378S410300 and #194679S706401, #194378S408067 was never sold to US collectors, but always remained in the hands of Swiss owners.

1970 – 2010: The 1969 ex-Greder L-88 Hard Top from Duntov (VIN # 194679S706401)

Editors Note: Since the arrival of the above text from Etienne Henrion, we believe that the car Greder raced from 1970 to 1975 has been more precisely identified. We have already indicated that, late in 1975, Greder found himself obliged to sell # 706401. He found a buyer in the US. It has now been clarified that, a few years later, Robert Sarrailh bought the car and brought it back to France. The car has been fully restored by Michel Mokrycki (Mokrycki Racing), and appears in its dark blue "First National City Bank Travelers Checks" 1974 colors. The car is being entered for selected events. Henri Greder has had the opportunity to drive his old racer on several occasions, such as "Le Mans Classic" and the "Tour Auto Historique".

This car is not to be confused with a second replica car, built for vintage racing. This second car which has been seen running as # 23 and # 65 is a reproduction, built by Pascal Gaudard ZL1 Racing / Burgol Racing, in Switzerland. The car began as a normal big block corvette and was fitted with a Mader-built ZL1 engine. Their website is www.zl1racing.ch

REFERENCES:

Publications from 1968-1975: L'Automobile-Sports Mécaniques , Virage Auto, Sport Moteurs, Sport Auto

Auto Passion Nr 80-May 93: Les Corvettes à Greder,

Rétroviseur Nr 240 – December 2008 : Henri Greder – Le pilote, la belle et la bête.
Michel Mokrycki – 8 cylindres sinon rien...

The recently published autobiography of Henri Greder: "Only one Life, Mine (Une Seule Vie, la Mienne)" Henry E. Greder, published in France (and in French language of course) by Les Editions du Palmier, ISBN 13 : 978-2-36059-005-6

You will find information and pictures relating to Greder's career at:
www.greder-racing.com

Check Robert Dubler's website www.dubler.net for information on the "post-Filipinetti" years of #194378S408067. Also pictures and some good hill-climb videos.