



Our passion is classic competition cars

## 1974 - Surtees TS16



<b>Make:</b>	Surtees
<b>Model:</b>	TS16
<b>Year:</b>	1974
<b>Location:</b>	Belgium
<b>Type:</b>	Single Seater
<b>Chassis Number:</b>	TS16/02
<b>Road Registered:</b>	No
<b>Competition Ready:</b>	Yes
<b>FIA HTP:</b>	Yes
<b>Interior Color:</b>	Black
<b>Exterior Color:</b>	Red and white
<b>Price:</b>	P.O.A.

### Key Features

- Iconic high-airbox "Bang & Olufsen" liveried Surtees TS16 Formula 1 car
- Raced successfully in the 1974 and 1975 F1 World Championship
- Driven by Carlos Pace, Jochen Mass, Derek Bell, John Watson and Dave Morgan
- Fully race-ready and properly sorted with fresh DFV, good spares and current FIA HTP
- Past participant in and eligible for Masters F1 Racing Legends and Monaco GP Historique

### Description

We are pleased to offer this iconic, high-airbox 1974 Surtees TS16, chassis 02, for sale.

In 1970 John Surtees produced his first Formula 1 car, the Surtees TS7, which was followed in subsequent years by the TS9, TS9B and TS14 models until the introduction of the TS16 in 1974.

Our car, TS16/02, was prepared for the 1974 season with sponsorship from Bang & Olufsen, Matchbox and FINA and assigned to the young upcoming Brazilian Carlos Pace. The Brazilian had shown his talent the year before taking lap records at the Nurburgring and Osterreichring. A strong run in the Argentine GP, which ended in engine failure, followed by a 4th in Brazil bode well for the remainder of the season. For the South African GP, things looked even more promising when Pace qualified on the front row of the grid in 2nd place. This promise though was never fulfilled as reliability issues hampered the development of the TS16. Pace left the team mid-season and Jochen Mass took over TS16/02 for two races before he too quit the team. Derek Bell took over the seat for the German GP and finished 11th, but Jean-Pierre Jabouille failed to qualify for the Austrian GP. Surtees then lost his Bang & Olufsen sponsorship and the car didn't race again in 1974.

For 1975 team Surtees did a deal with toy car maker "Matchbox" to run a single car team and signed Brabham refugee John Watson to drive the car. TS16/02 was primarily John's spare car for the season, but was pressed into action for the Monaco GP. The only other race the car did in 1975 was at the British GP with National Organs owner Dave Morgan at the wheel. Dave, along with a lot of other drivers, got caught out in the torrential rain storm which flooded the circuit and he joined the pile up of F1 cars which had all aquaplaned off the track at Copse Corner. The damage was minimal and the car was retrieved but was never raced again by Team Surtees who placed the car in storage. (The detailed race history can be found in the "History" section further below.)

In 1999, TS16/02 was bought directly from John Surtees by amateur racer Chris Perkins. Restored in yellow/blue "Matchbox" livery, Chris raced TS16/02 in historic F1 until selling it to Peter Tyrer in 2002. In 2004 the car was sold to Belgian historic racer Alain-James de Wagter who rebuilt the car in its original red/white/black Bang & Olufsen livery and raced it in the 2005 Thoroughbred F1 series. De Wagter then sold the car to Yves Saguato who only raced it once, at Dijon in 2007, before selling the car back to de Wagter in 2009. Raced in the 2010 TGP series and the 2010 Monaco GP Historique, de Wagter sold TS16/02 to Hugues Taittinger in late 2011. Raced for a year in 2012 by Hugues, including the Monaco GP Historique for a second time, TS16/02 was then used for display purposes only and was resident in the Stavelot Museum at Spa-Francorchamps from 2014 to 2019 until being sold to the current owner who has since raced TS16/02 in the 2020 and 2021 Masters Historic F1 series and the 2022 Monaco Historic GP. (The full ownership history can be found in the "History" section below.)



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Since acquiring TS16/02 in 2019, the car has been maintained with no-expense-spared by UK preparer OC Racing Ltd. A lot of development has been done - including a wind tunnel test - and the car is properly sorted with excellent balance and handling, and is a thrill to drive. It is sold in 100% race-ready condition with a fresh Richardson DFV-engine, with all date-related items current and with extensive spares (wheels sets, nose, etc.) and FIA HTP valid until 31/12/2029.

This iconic high-airbox Surtees TS16 in splendid "Bang & Olufsen" livery is totally ready to continue its historic racing career in Masters' F1 Racing Legends and would again be a welcome entry at the 2024 Monaco Historic Grand Prix.

### History



## Surtees TS16/02 Ownership History

**01/74: John Surtees, TS Research & Development, Edenbridge, UK**

built to TS16 specification  
fitted with 3.0 Ford Cosworth DFV V8  
entered by Bang & Olufsen-Matchbox Team Surtees  
raced 1974 by Carlos Pace, Derek Bell, Jochen Mass & Jean-Pierre Jabouille  
raced 1975 by John Watson and Dave Morgan

**18/08/99: Chris Perkins, Ashbourne, Derby, UK**

purchased along with chassis TS16/04  
restored in blue/yellow Matchbox livery  
raced 1999/2000 in TGP Historic F1 by Tim Elkins  
Raced 2001 by Chris Perkins

**02/02: Peter Tyer, Bournemouth, UK**

purchased from Hall & Hall  
painted in blue/yellow Matchbox livery

**10/04: Alain James de Wagter, Belgium**

rebuilt in red/white/black Bang & Olufsen livery  
raced 2005 in TGP Historic F1

**11/09/06: Yves Sagauto, Monaco**

raced only once - 2007 GP Age d'Or, Dijon

**05/11/09: Alain James de Wagter, Belgium**

repurchased by de Wagter  
raced 2010 TGP Historic F1  
raced 2010 Monaco GP Historique

**11/11: Hugues Taittinger, France**

raced 2012 TGP Historic F1  
raced 2012 Monaco GP Historique

**23/10/19: Current owner, Belgium**

raced Masters Historic F1 2020 and 2021  
raced 2022 Monaco GP Historique



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## Race History 1974 Surtees TS16/2

### Team Surtees

#### TS16/02 - "A" spec

13/01/74: Argentine GP, Buenos Aires - #18 - C.Pace - Rtd 22 laps - engine  
27/01/74: Brazilian GP, Interlagos - #18 - C.Pace - 4th - 31 laps  
03/02/74: Medici GP, Brasilia - #18 - C.Pace - 9th - 35 laps  
30/03/74: South African GP, Kyalami - #18 - C.Pace - 11th - 77 laps  
28/04/74: Spanish GP, Jarama - #18 - C.Pace - 13th - 78 laps  
12/05/74: Belgian GP, Nivelles - #18 - C.Pace - Rtd 51 laps - wheel  
26/05/74: Monaco GP, Monte Carlo - #18 - C.Pace - Rtd 1 lap - accident  
09/06/74: Swedish GP, Anderstorp - #18 - C.Pace - Rtd 15 laps - gave up

#### TS16/02-2- "B" spec

07/07/74: French GP, Dijon - #19 - J.Mass - Rtd 4 laps - clutch

#### TS16/02-3 - "C" spec

20/07/74: British GP, Brands Hatch - #19 - J.Mass - 14th - 68 laps  
04/08/74: German GP, Nurburgring - #18 - D.Bell - 11th - 14 laps  
18/08/74: Austrian GP, Osterreichring - #19 - JP.Jabouille - DNQ

#### TS16/02-4 - "D" spec

27/04/75: Spanish GP, Montjuich Park - #18T - J.Watson - DNS  
11/05/75: Monaco GP, Monte Carlo - #18 - J.Watson - Rtd 17 laps - spun  
25/05/75: Belgian GP, Zolder - #18T - J.Watson - spare car  
06/07/75: French GP, Paul Ricard - #18T - J.Watson - spare car  
19/07/75: British GP, Silverstone - #19 - D.Morgan - 18th - 50 laps

retired from competition

### Video

2023 Phillip Island Festival - [https://www.youtube.com/watch?v=Ff\\_2VjJ13Bk?si=tLLN7ZgN8H2Yw6GH](https://www.youtube.com/watch?v=Ff_2VjJ13Bk?si=tLLN7ZgN8H2Yw6GH)

**Pictures (For size reasons, we have limited the PDF-file to 10 pictures)**







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