

Champagne! In Victory...*



**Celebrating the 50th anniversary of the spraying
of champagne by a sporting victor**



A Top Gear Special Edition

Written by TSCC members, compiled by Colin Allerdice & edited by Stephen Knox

*** "Champagne! In victory one deserves it, in defeat one needs it."**

- Napoleon Bonaparte

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THOROUGHBRED SPORTS CAR CLUB

The Thoroughbred Sports Car Club's ("TSCC") theme for its display at the **2017 Shannon's Sydney Classic** was on **"the day that changed sport forever"** – not just motor sport but **ALL** sport.

It has been fifty (50) years since Dan Gurney and A.J. Foyt won the **1967 24 Hours of Le Mans** in a Ford GT40 Mark IV, and Gurney, on the rostrum, spontaneously shook a bottle of Moët & Chandon and sprayed it on everyone in his vicinity.

From a "milestone" event to creation of a "Spray It Again, Dan" legacy – now just about every type of sport on the planet warmly embraces "victory champagne spraying".

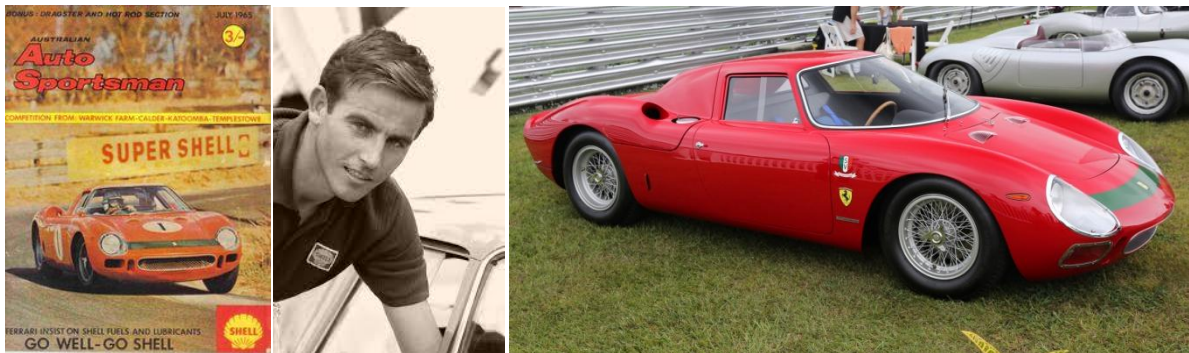


It was the first time that an American car and driver combination had won at Le Mans. But for both Dan Gurney and A.J. Foyt it was not the only "champagne" moment of 1967. Dan won the Belgian Grand Prix at Spa-Francorchamps in the 3.0 litre V12 Eagle Weslake to become only the second Formula One owner/ constructor to achieve that feat. Whilst A.J. had earlier won the 51st Indianapolis 500 – his 3rd victory at the brickyard – in a Coyote 67 Ford – a racing chassis designed and built for the exclusive use of Foyt's race team.

Whilst The Ford Motor Company had been active in remembering the all American win both in the US and at last month's Le Mans event and Foyt Family Wines has just launched a sparkling wine known as "No 1" to commemorate the victory, it is our understanding that this was the only such celebration here in Australia.

But TSCC's celebration was not only about "champagne spraying", the Club also celebrated the **24 Hours of Le Mans** of that classic era. The Club was able to put together an impressive display of iconic Ford GT40 replicas and Ferraris, including a Ferrari 250LM replica, together with a raft of other successful Le Mans marques such as Alfa Romeo, Aston Martin, Jaguar, McLaren, BMW, etc.

Each car carried a unique Le Mans story pertaining to that particular marque.

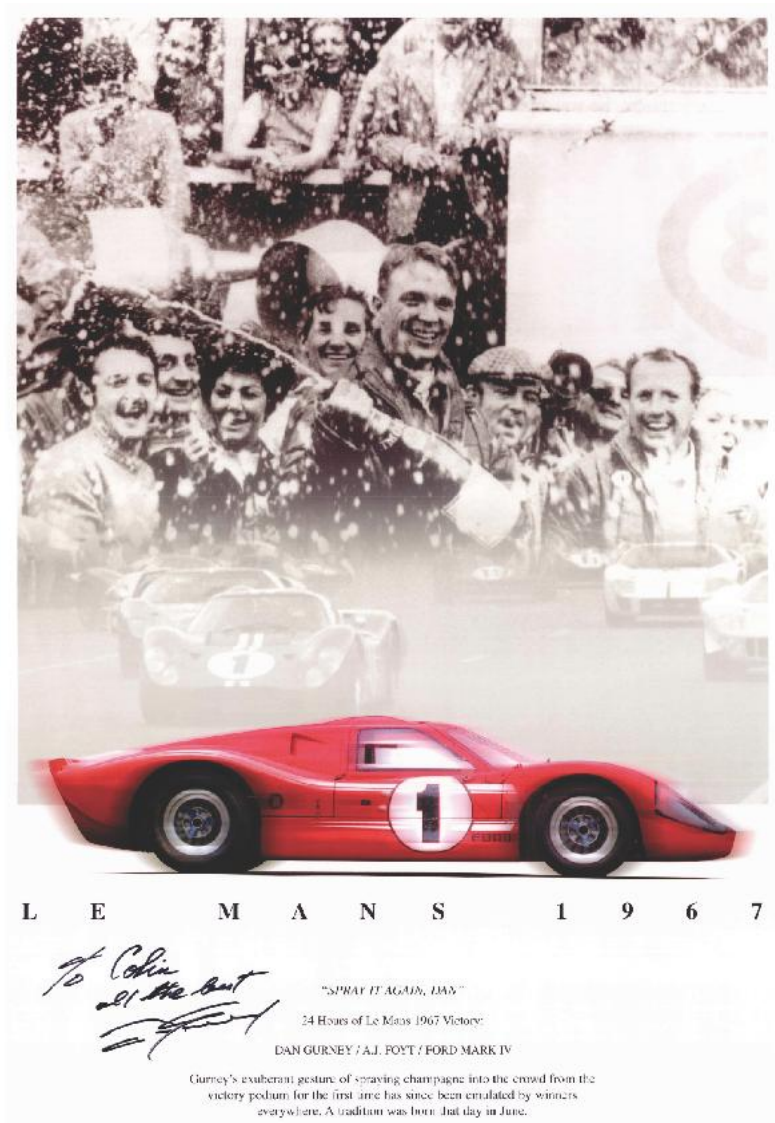


Australian motor racing legend, **Spencer Martin**, kindly agreed to be TSCC's guest for the day. Spencer won the Australian Gold Star twice in his career, the youngest man to achieve this at the time – the last being 50 years ago in 1967 – and he drove David McKay's famous red Ferrari 250LM on Australian motor racing circuits in the 1960s.



On the following pages, the “windscreen display cards” prepared for this unique day are reproduced here in a book format for your enjoyment. Indeed, with many TSCC members owing such iconic cars with pedigree going back to the 1930s, the stories presented here give an excellent précis of that golden era of the **24 Hours of Le Mans**.

We are indebted to Dan Gurney who kindly autographed a “Spray It Again, Dan” poster for our use on the day and to Spencer Martin, as mentioned above.



Dan Gurney, as we all know, is a true legend of motor sport. He started racing in 1955 in the US in a Triumph TR2 and it seemed like he just morphed overnight into the European F1 scene. He raced for the most prestigious Grand Prix teams of that era – Ferrari, BRM, Porsche, Brabham and later, Eagle – winning with Porsche (their first), Brabham (twice), and with his own team Eagle.

He also drove Sports Cars, NASCAR, Can-Am, Trans-AM, and at Indianapolis.

By the time he retired from active driving in 1970, he had raced in 312 events in 20 countries with 51 different makes of cars, winning 51 races and 47 podiums with 42 pole positions. He won 7 F1

races (3 non-World Championship events), 7 Indy Car races, 5 NASCAR races, 10 Sports Car races (5 overall/5 class), and had 2 2nd places in the Indy 500.

His only race in Australia was at Ballarat in 1961 driving a BRM P48 – qualifying second, he won by 40 seconds from Graham Hill in a sister BRM.

Of course, Dan's co-driver at Le Mans in 1967 is also a true legend. A J Foyt is the only driver to win the Indianapolis 500, the Daytona 500, the 24 Hours of Daytona and the 24 Hours of Le Mans. His list of race victories and podiums is simply too long to write down.

He too has raced in Australia. In 1975 and 1976 Foyt won the Australian Speedcar Grand Prix at the now defunct Liverpool International Speedway.

Both men have put a lot back into motor sport by running their own race teams, and through design innovation and driver development.

It has been a absolute pleasure for TSCC to celebrate the **1967 24 Hours of Le Mans** in this year of 2017 and review the legacy of two quite remarkable men.



Thank you to all the TSCC members – not only those who participated in the club's display but those who came out for the day or were part of other displays but called in for a chat.



ALFA ROMEO AT LE MANS

Alfa Romeo's history in entering the Le Mans 24 hours spans three very distinct periods - the 30s, mid-50s to mid-60s and late 60s to early 70s.



1930s

The 1930s was Alfa's most successful period with four consecutive wins in the years 1931-1934 and second place in 1935. In 1933 all three podium places were filled by Alfas. Lord Howe and Sir Henry Birkin won the 1931 event in an 8C 2300LM and similar models won the following three years: Raymond Sommer and Luigi Chinetti in 1932, Sommer and Tazio Nuvolari in 1933 and Chinetti and Philippe Etancelin in 1934. In 1935 Pierre-Louis Dreyfus and Henri Stoffel finished 2nd, also in an 8C 2300. The event was cancelled in 1936 because of strikes in France. In 1937 an 8C 2900 Spider was entered but dnf. In 1938 an 8C 2900B Touring and a 2300 Monza were entered but dnf and in 1939 a 6C 2500SS was entered but dnf.

Many famous drivers raced Alfa Romeos in that period including Sir Henry Birkin, Luigi Chinetti, Franco Cortese, Pierre-Louis Dreyfus, Tazio Nuvolari, Louis Chiron and Prince Bira. Interestingly,

one of the first women to race at Le Mans, Mme Odetta Siko, was an entrant and driver twice in her 6C 1750, her best result being 4th in 1932 with Louis Charaval as co-driver.



6C/3000CM 1953
Consalvo Sanesi/ Piero Carini



Sprint Zagato 1963
Giampiero Biscaldi/Sergio Pedretti



TZ 1964
Giampiero Biscaldi/Giancarlo Sala



Giulia TZ 1965
Nicolas Koob/Alain Finkelstein

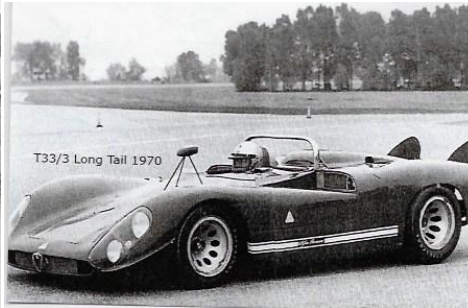


Giulia TZ2 1965
Giacomo Russo/Carlo Zuccoli

1953-1965

SpA Alfa Romeo entered three 6C/3000 CMs in the 1953 race but none finished despite the drivers including Karl King, Consalvo Sanesi and Juan Manuel Fangio. Next followed the Giulietta/Giulia period in which Giancarlo Sala was not only the most frequent driver but also the most successful, finishing twice - 10th in 1962 in a Giulietta Sprint Veloce Zagato with Marcello de Luca di Lizzano as co-driver and 15th in 1964 in a Giulia TZ with Giampiero Biscaldi as co-driver, entered on both occasions by Scuderia Sant'Ambroeus. On only one other occasion during this period did Alfa Romeo finish the race and that was also in 1964 when another Scuderia Sant'Ambroeus Giulia TZ, finished 13th, driven by Roberto Bussinello and Bruno Deserti. Even the three spectacular TZ2s entered by Auto Delta SpA in 1965 failed to finish the race.

During the same period 1955-64 Giuliettas scored more than 700 class wins in races, rallies and speed events, including class wins in the Mille Miglia, Targa Florio, Tour de France, Nurburgring 1000kms and Sebring 12 Hours as well as outright success in the Coupe des Alpes and Liege-Rome-Liege rallies.

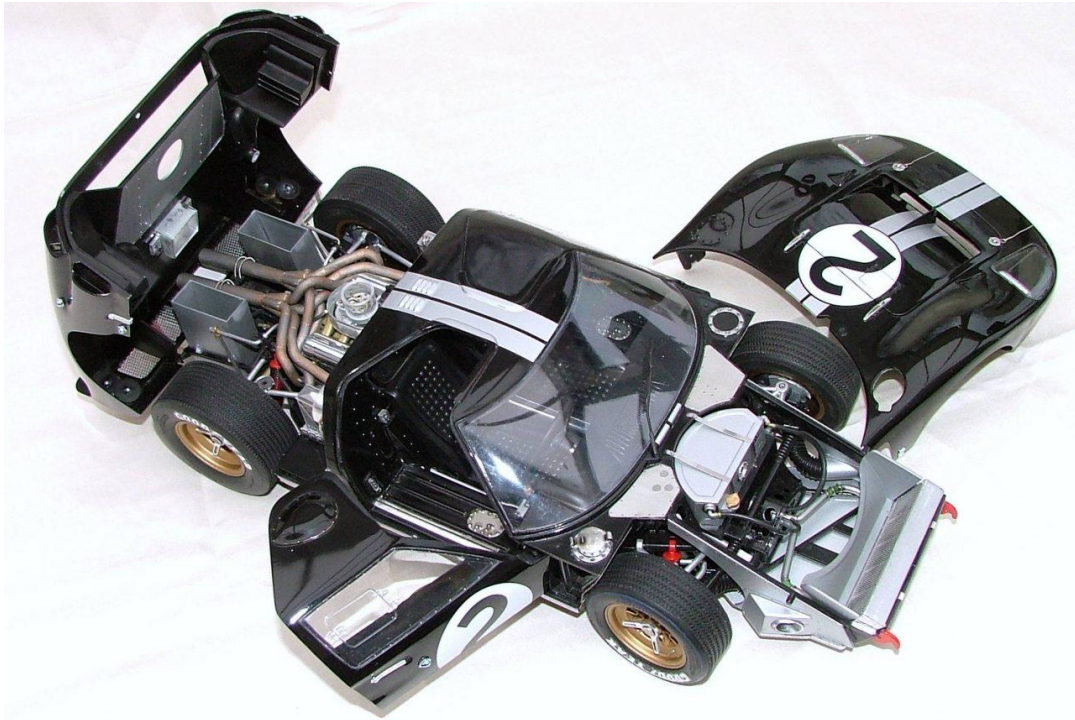


1968-1973

Auto Delta SpA backed again throughout this period with moderate success. The team entered four T33/2s in 1968 and three of them came home 4th (Ignazio Giunti and Nanni Galli), 5th (Carlo Facetti and Spartaco Dini) and 6th (Mario Casani and Giampiero Biscaldi). Auto Delta SpA also entered four cars in 1970 but none of the 33/3s finished the race. In 1972 however, one of their three 33TT3s finished 4th driven by Nino Vaccarella and Andrea de Adamich. Alfa Romeo's last year at Le Mans was 1973 when a single entry 33TT3 finished 15th driven by Carlo Facetti, Sergio Marando and Teodoro Zeccoli.

Barry Farr
13 August 2017

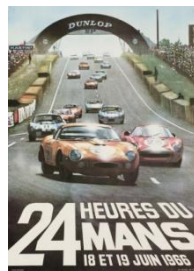
Ford GT40 and the Le Mans 24 Hour Classic



The 24 hour race was founded in 1923 and apart from the war years and one period of French Industrial, the classic has run every year. The same club, the Automobile Club de l'Quest, has been the organiser since its inception.

The circuit has had at least six changes since 1923 with the longest distance covered on the first circuit by the Barnto-Rubin Bentley at 1658 miles. The first circuit was 10.78 miles situated in the French countryside outside the city of Le Mans. Now days the circuit still uses a lot of the original roads but has been shorten for safety and logistic reason .Of interest, the Hybrid Porches of 2017 cover that 1658 miles in under 12 hours.

Having been to Le Mans in 2003, I can say it's not just a 24 hour race, it's a weeklong series of activities ranging from street parades of the drivers in the actual city of Le Mans to support races for previous Le Mans type cars. The year I went to weather was beautiful being still 20 degrees at midnight, and yes, staying up for the whole 24 hours is a challenge!



GT404 is a recreation of the Ford GT40 Mk1B with the 289 motor. This particular car was built in the late 1990's and was first registered in 2000.

It spent over 6 weeks at Ford undergoing certification and has the appropriate tags verifying this. The engine was then stripped down and blueprinted to give maximum performance and reliability. Horse power is 418BHP as per the Dyno. The GT40 drives through a 5 speed gearbox with the gear lever positioned in the same location as the original cars. This car weighs in at just on 1000 kilos. Overall, outside the low ground clearance it is a relatively easy car to drive with the rear views being somewhat limited.



How the Gurney's, Foyt's, Amon's, McLaren's of the sixties drove these cars for 24 hours at such high speed's in the rain and at night, speaks to the real talent these Le Mans drivers had. Formula One is a walk in the park in comparison!





FABULOUS FORD GT40

1964 to 1969





FERRARI'S FIRST WIN



The **1949 24 Hours of Le Mans** was the first race held at the circuit following the end of the Second World War. Even though the war had ended four years earlier, major infrastructure reconstruction throughout France meant that the return of the race was a secondary concern, and, of course, the circuit itself needed extensive repairs.

Most of the entry list was made up from cars built before the war – with some notable exceptions. David Brown, who had recently purchased Aston Martin and Lagonda, fielded three works prototypes – one 2.6L DB2 and two 2.0L versions, and a new constructor had emerged from the ashes of Italy. Enzo Ferrari had been Alfa Romeo's team manager in the 1930s but had now started producing cars of his own. Two racing versions (the Ferrari 166MM) of his first production car had been privately entered. Both had two-litre V12 engines developing 140 bhp with a top speed of 210 kph.

The race started in blazing sunshine. **Interestingly, in that era, the grid was not based on practice or a qualifying time. Cars were numbered in order of their engine size and were lined up, for the "iconic" Le Mans start, simply in numerical order.** The larger engined French cars took up the running from the starting flag with the Ferrari of Luigi Chinetti/Lord Selsdon, there or thereabouts amongst the minor positions. By 4.30am, as dawn broke, Chinetti, through the accidents or mechanical failure of his rivals, had a three lap lead.

But two serious issues threatened to rob Ferrari of victory. First, the car developed a slipping clutch and, second, Lord Selsdon (the car owner/entrant and co-driver) was ill and Chinetti had to do the bulk of the driving. However the veteran Chinetti was able to both nurse the car and overcome his exhaustion to take the chequered flag by one lap.



The Ferrari 166MM covered 3,178.299 km at an average speed of 132.420 km/h.

For the Italian-born Chinetti, who had immigrated to America after the war, this was his third Le Mans victory. It was the first victory for a V12 engine and, until turbo-powered engines appeared in the current hybrid era, was the smallest engine to win Le Mans outright.

But the victory for Ferrari – it's first – and at its first attempt – was a "gift from God".

The Ferrari 166MM – so named after its historic victory at the Mille Miglia prior to Le Mans – had phenomenal success on European race tracks which, in turn, generated huge enthusiasm for the cars. Enzo Ferrari, in turn capitalised on the car's marketing potential by displaying both the 166MM and the 166 Inter Coupe versions at all the leading car shows – Turin, Paris and Geneva.

Enzo Ferrari truly intended the 166MM to be a customer racing car. Just 38 examples were built with Carrozzeria Touring of Milan commissioned to do most of the coachwork. Most were given "Barchetta" bodies. The name "Barchetta" came about because of the size and design of the car.

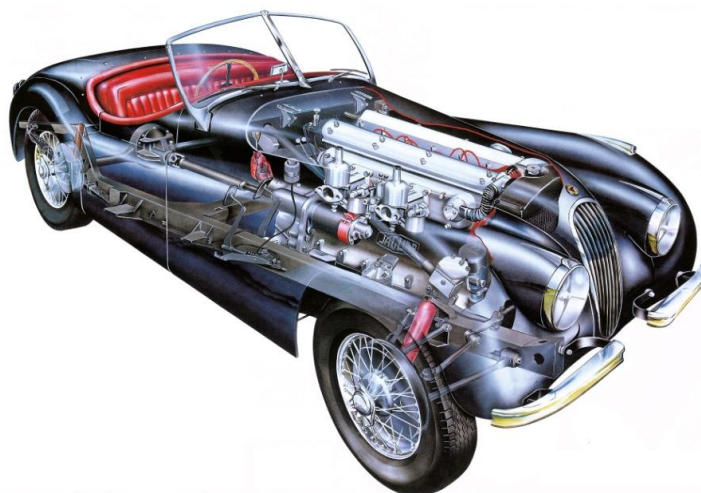
Barchetta in Italian means "little boat".

Indeed, the Ferrari 166MM "Barchetta" gave Ferrari the identifiable car that it needed to establish itself on the world's automobile stage. Little wonder that the car has become such an all-time favourite amongst Ferrari fans and car collectors from all over the world.





JAGUAR XK120 AT LE MANS



The **Jaguar XK120** was a sports car manufactured by Jaguar between 1948 and 1954. It was Jaguar's first sports car since the SS 100, which ceased production in 1940. The first prototype, when displayed at the 1948 London Motor Show, was a sensation and the car was immediately put into production. **12,055 ended up being made.**

Three XK120s entered the 1950 24 Hours of Le Mans with mixed but promising results:-

Leslie Johnson/Bert Hadley (660040) Retired with clutch failure while 3rd

Nick Haines/Peter Clark (660041) Finished 12th

Peter Whitehead/John Marshall (660042) Finished 15th

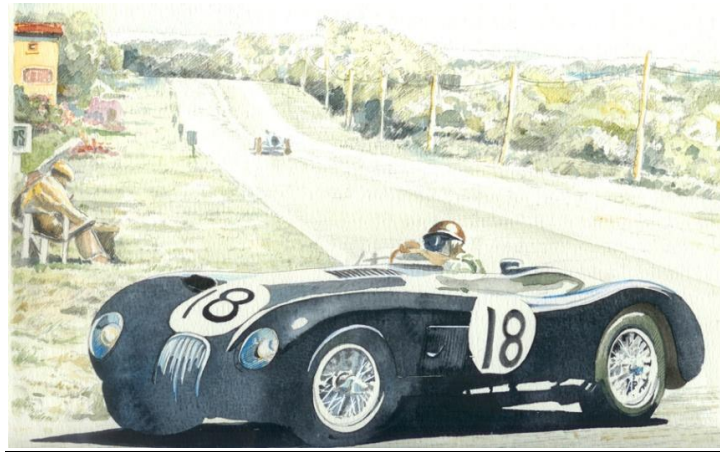
At the end of the race, William Lyons approved the development of a racing car based on the XK120 mechanicals but with a lighter chassis – the XK120C or “C” Type. The C-Type won Le Mans in 1951 and 1953, whilst, its successor, the D-Type won in 1955, 1956 and 1957.





Jaguar and Le Mans from My Perspective

By Geoff Scott



As a schoolboy from the South Australian bush my parents and I made infrequent trips to Adelaide.

My great delight on those visits was to go down to the Adelaide Fire Station to have a look at the Fire Chief's early intervention vehicle – a Fire engine red Jaguar XK120 roadster! How the Chief Fire Officer conned the powers that be to provide him with such a vehicle I do not know, but there it used to sit outside the Station in all its glory.

My love and interest in Jaguar cars was further enhanced when my lifelong friend's father – a wealthy grazier- bought a Mk7 Jaguar and we were allowed to ride in it. So when Jaguar started to win consistently at Le Mans with the XK120C I followed the events with keen interest.

Airfix (the plastic model kit maker) further reinforced my interest when they produced a BRG model of the fabulous D type after their stunning wins at Le Mans. The completed model sat on my desk for many years.

Some Statistics taken from the authoritative American magazine Road and Track of May 1956

- 0 to 60mph in 4.7 seconds
- 0 to 100mph in 12.1 seconds
- Standing ¼ mile in 13.7 seconds
- Actual top speed tested on a secret location 162 mph
- 250 bhp
- Max torque, ft.Lbs 242 at 4000rpm

Quote from the R&T tester "This is the best performing vehicle we have ever tested"

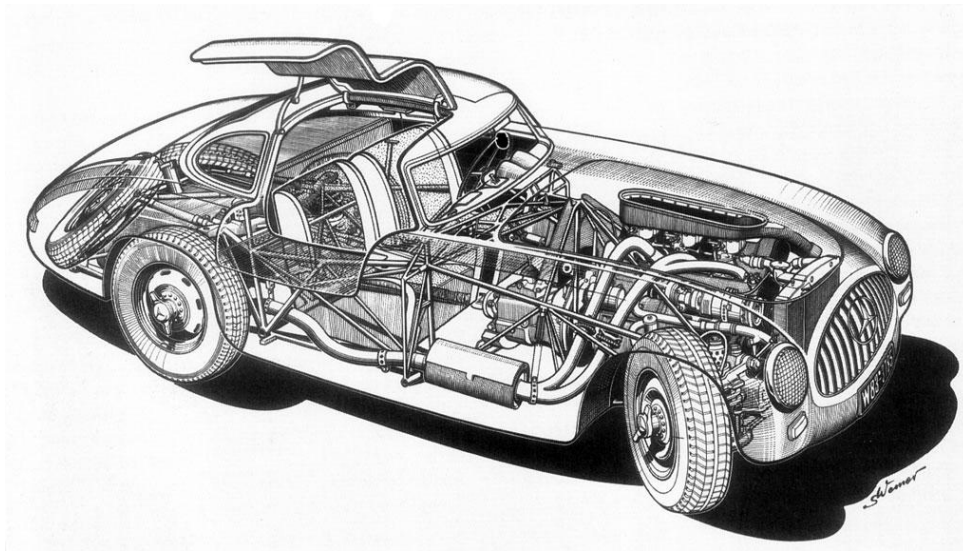
My love affair with Jaguar was reinforced when I purchased my 1966 Mk 2 Jaguar in 1982.





MERCEDES-BENZ WINS

The **1952 24 Hours of Le Mans** was the **20th Grand Prix of Endurance** and it gave Mercedes-Benz a 1-2 victory with their new gull-wing W194 prototype which went on to become the iconic 300SL (Sport Licht).



There was huge interest in the race with well over a dozen multi-car works teams. The notables were (a) the return of Mercedes-Benz to La Sarthe after 22 years with a three car team and (b) the first entry of a Scuderia Ferrari works team.

Jaguar returned with three C-types. Aston Martin entered three new DB-3 cars, as well as two privately entered DB-2s. Donald Healey entered a pair of Nash-engined prototypes. Ferrari had eight entrants including its two car works team. Lancia was contesting the 2 litre class whilst French marques were dominating the small class entry list with entries from Panhard, Renault, Simca and Peugeot. Only Talbot and Gordini were flying the French flag in the larger engine class. Indeed, the French were the biggest nationality represented with 20 cars, followed by 18 British cars.

In practice Herman Lang in the Mercedes-Benz set the fastest lap – just one tenth of a second ahead of Alberto Ascari's works Ferrari 250S. But the race itself was a strange mix of poor performances, surprise tactics and patient race craft.

Pierre Levegh (Bouillin) attempted to drive the entire 24 Hours in his Talbot-Lago by himself – and almost won!

All three Jaguars were out within four hours with overheating issues. The Ferraris were plagued with clutch problems. The Karl Kling/Hans Klenk Mercedes-Benz retired during the night with a broken alternator and the Gordini's brake drums jammed. Dawn brought on a fog which was so thick that the Mercedes-Benz drivers had to open their gull wing doors to be able to see. Meanwhile "Levegh" had driven through the night and found himself some four laps in front.

The race was quietly running down to its conclusion with the large home crowd looking forward to a rare French victory when disaster struck. With only about one hour to go the Talbot's engine let go – probably sheer exhaustion caused "Levegh" to miss a gear change – whilst still holding a commanding lead.



So Mercedes-Benz coasted to an unexpected 1-2 victory. It was the first win at Le Mans both for a closed-body car and for a German manufacturer. The winner covered 3733.8km at an average speed of 155.58 km/h.

The final results were:-

1 st	Daimler-Benz A.G.	Hermann Lang Fritz Riess	277 laps
2 nd	Daimler-Benz A.G.	Theo Helfrich Helmut Niedermayr	276 laps
3 rd	Donald Healey Motor Co.	Leslie Johnson Tommy Wisdom	262 laps

Mercedes would have to wait 37 years until 1989 to replicate this Le Mans victory.

However the real trivia moment for the event was clearly French – the last finisher was a little Renault 4CV driven by Jean Redele, a Le Mans rookie. At 30 years of age he was France's youngest Renault dealer. After a short racing career, he would go on to found a significant new car company using Renault rear-mounted engines – Alpine.

JAGUAR

Le Mans 1950s Domination

Jaguar race developed its XK120 sports car, the fastest production car of its time, into the aluminum bodied XK120-C Type, projecting Jaguar to victory at Le Mans in 1951 & 1953

Consecutive Jaguar D-Type wins at Le Mans in 1955, 1956 & 1957 were enabled by further race development of the XK engine and the aerodynamic D-Type body, with its monocoque chassis and famous fin behind the driver.

1951: Jaguar C Type



1953: Jaguar C Type



1955: Jaguar D Type



1956: Jaguar D Type



1957: Jaguar D Type



JAGUAR

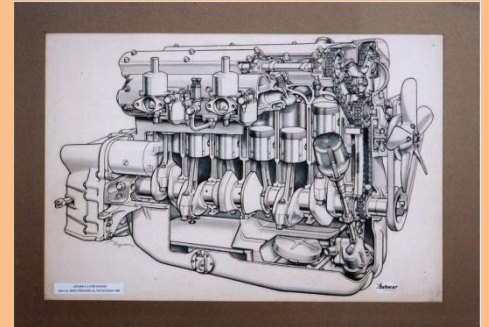
XK Engine & XK120 Sports car: Le Mans Win Foundations

Jaguar made its newly developed XK twin overhead cam engine the foundation for its production future. It also became the heart of its 1950s Le Mans domination.

Jaguar developed its all new XK twin overhead cam engine during the latter part of WW2 and in 1949 introduced the fabulous XK 120 sports car as the test bed to promote its ground breaking new engine, ahead of the availability of its new saloon, the Jaguar Mark 7.

The XK 120 was then, the fastest production car in the world, so to build its performance credentials, Jaguar entered the XK 120 and won the prestigious Silverstone race in 1949, then entered Le Mans in 1950, but without initial success.

Jaguar XK Engine



Jaguar XK 120



Significant race engineering, using a bare lightweight aluminum body and engine tuning, the XK120's race derivative, the C Type provided Jaguar with its first Le Mans win in 1951 and again in 1953.

Jaguar C Type



The final and most successful development of the Jaguar XK derivatives, was the aerodynamic Jaguar D-Type, that won Le Mans in 1955, 1956 & 1957.

Jaguar D-Type

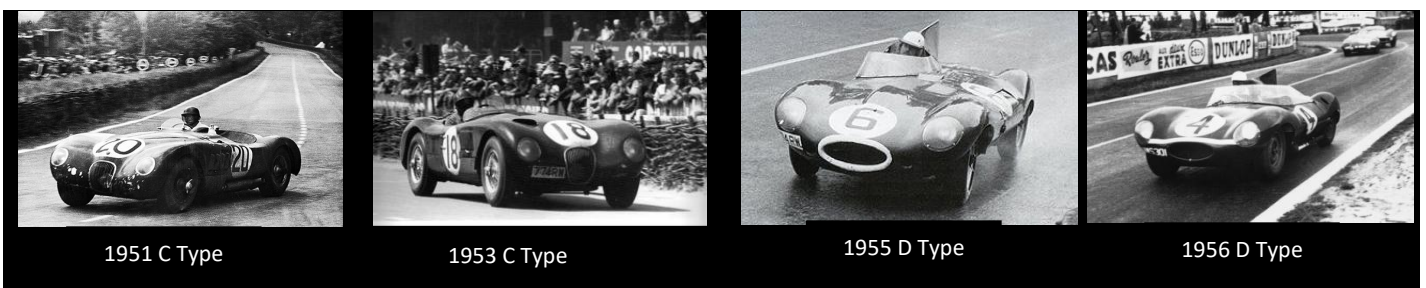


JAGUAR

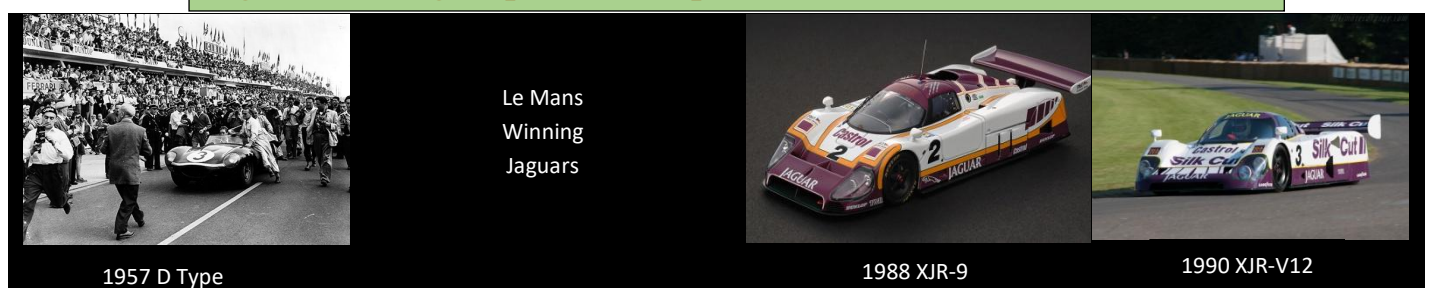
Le Mans Victories

Jaguar dominated Le Mans wins during the 1950s with the Jaguar C-Type and D-Type, then returned to the winner's rostrum in 1988 and 1990 in the enclosed cockpit Jaguar XJR-9, V12 powered super car.

Year	Jaguar Car	Drivers	Average Speed
1951	C-Type	Peter Walker Peter Whitehead	150.466 kph
1953	C-Type	Tony Rolt Duncan Hamilton	170.336 kph
1955	D-Type Works Long Nose	Mike Hawthorn Ivor Bueb	172.308 kph
1956	D-Type	Ron Flockhart Ninian Sanderson	168.122 kph
1957	D-Type Works Long Nose	Ron Flockhart Ivor Bueb	183.217 kph
1988	XJR-9 V12	Andy Wallace John Dumfries Jan Lammers	221.665 kph
1990	XJR-9 V12	Martin Brundle John Nielsen Price Cobb	204.036 kph



Jaguar's XK engine powered its production cars from 1949 until 1992.



JAGUAR

1950s Le Mans Victories

The Fifth Jaguar Victory in Seven Years

LE MANS

24 HOUR GRAND PRIX D'ENDURANCE • 1957

1st JAGUAR

Private Entry ECURIE ECOSSE (Ron Flockhart and Ivor Bueb)

2nd JAGUAR

Private Entry ECURIE ECOSSE (N. Sanderson and J. Lawrence)

3rd JAGUAR

Private Entry LOS AMIGOS, FRANCE (J. Lucas and J. Marie)

4th JAGUAR

Private Entry ECURIE BELGE (Paul Frere and L. Rouelle)

6th JAGUAR

Private Entry DUNCAN HAMILTON (D. Hamilton and M. Gregory)

JAGUAR'S LE MANS RECORD	
1951 ..	1st
1953 ..	1st 2nd 4th
1954 ..	2nd 4th
1955 ..	1st 3rd
1956 ..	1st 4th 6th
1957 ..	1st 2nd 3rd 4th 6th

*In a race where only 21 cars finished
out of 56 starters*

5 JAGUARS STARTED...5 JAGUARS FINISHED

Congratulations to Ecurie Ecosse on a superb victory with

RECORD DISTANCE...2732 MILES

RECORD RACE SPEED 113.84 m.p.h.

(Subject to official confirmation)

winning the race outright for the 2nd year running



JAGUAR D-TYPE



The **Jaguar D-Type** is an iconic sports racing car produced by Jaguar Cars Ltd, between 1954 and 1957. Its design incorporated an innovative monocoque construction and took an aeronautical approach to competition sports cars. The engine displacement started at 3.4 litres, went to 3.8 litres, and was reduced to 3.0 litres in 1958 when the rules for Le Mans changed.

Factory Jaguar D-Types won the 24 Hours of Le Mans in 1955, 1956 whilst the 1957 race was won by a D-Type entered by a small Edinburgh-based team – Ecurie Ecosse.

After the Jaguar factory withdrew from motorsport at the end of the 1956 season, the company offered the remaining unfinished D-Types as a road-going car – the **Jaguar XK-SS**.



Regrettably, on the evening of 12 February 1957, a fire broke out at Jaguar's Browns Lane plant and destroyed 9 of the 25 cars that were under construction. With the necessary jigs and tooling also destroyed, the fire ended the production of the XK-SS at that time.

What followed was the rise of the "replica" of both D-Types and the XK-SS.

Total D-Type production by Jaguar is thought to be 18 factory team cars, 53 customer cars, and 16 XK-SS versions.

The number of replicas produced by small specialist organisations in the UK, Australia, New Zealand and the USA is not known, although all are valuable in their own right.

In March 2016, Jaguar announced that it would be completing, from scratch, the remaining 9 XK-SS's that were destroyed in the 1957 fire. All have been pre-sold.



1957 Aston Martin DBR2 {Recreation}

OWNER: Les Johnson - Drivers-- Richard D. Johnson -- Leslie C. Johnson



The DBR series was initially designed for the 2 ½ litre Le Mans formula for 1956 and though it retired, the design was sound. Success began to appear in 1957, most notably at Spa and the Nurburgring. The latter victory was repeated in 1958 [Stirling Moss] & 1959.

The greatest Triumph was one & two finish at Le Mans in 1959 with drivers Carroll Shelby & Roy Salvadori. At the close of the 1959 ASTON MARTIN had won the World Sports Car Championship.

The chance of every owning an original DBR2 is so far out of my reach and valued at some \$7,000,000 USD and the ASTON MARTIN factory only ever making two DBR2s, ownership is impossible. Only choice is to make one and I entrusted Errol Tempero from New Zealand with the task. After some 5 years I eventually had the DBR2 in Australia.

I have used the DBR2 in a number of events with car clubs and it has proven to be a good reliable car, taking the Aston to England, France, Holland Germany and Italy on The Aston Martin Tour in 2012. But by far the most enjoyable is early Sunday morning driving as the sun rises and yes I am KING OF THE ROAD and yes hard to get the grin off my face.

. Chassis	Twin Tube ladder
. Body	Light Weight alloy
. Engine ASTON MARTIN	6 cylinder DOHC 3910cc
. Horsepower	349 bhp @ 6000 rpm
. Carburettors	3 x 45DCOE9
. Gear Box	5 speed Close Ratio
. Final Drive	Salisbury De Dion axle
. Suspension	Trailing arms coil springs
. Brakes	4 Wheel Girling 11 ½ Discs
. Fuel Tank capacity	36 gallons
. Top Speed {Estimated}	164 Mph [264 km/h] approx



VICTORY at LE MANS 1959- Aston Martin –Carroll Shelby and Roy Salvadori



Champagne moment: Stirling Moss at Le Mans 1959 with the iconic Aston Martin, with his team Roy Salvadori, David Brown and Carroll Shelby



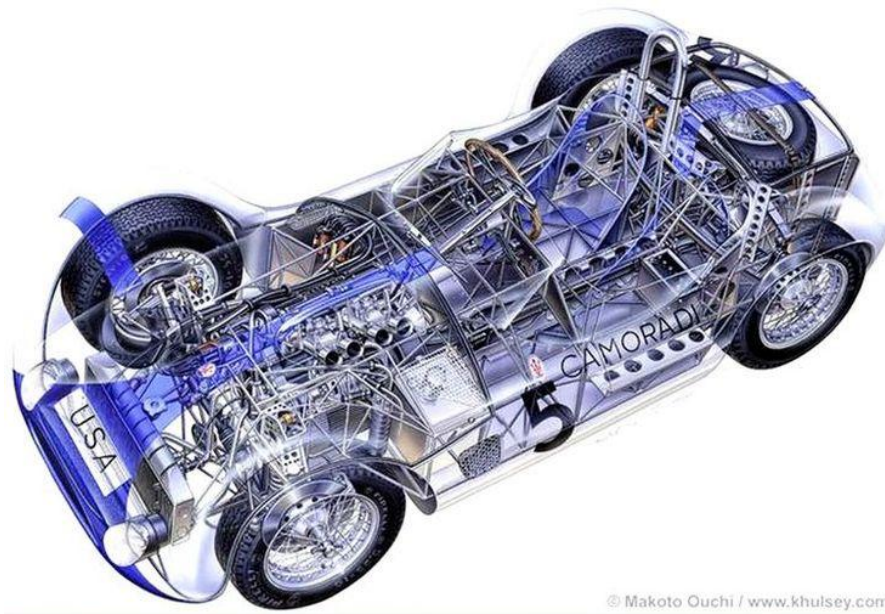


THE BIRDCAGE MASERATI



By 1960 Maserati had experienced the full range of highs and lows of motor sport. It had produced the beautiful and successful **Maserati 250F** for the 2.5 litre Formula One World Championship between 1954 and 1960 which brought wins for Juan Manuel Fangio & Stirling Moss, lurched from one financial crisis to another, and produced a range of racing sports cars that could only be described as “enigmatic” – attractive, well conceived design, fast, but somewhat unreliable.

The Maserati Tipo 61 .. known as “Birdcage” .. was a case in point.



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The car was produced between 1959 and 1961 for racing in sports car events including the **24 Hours of Le Mans**. Its designer, Giulio Alfieri, drafted an intricate tubular space frame chassis containing over 200 individual chro-moly steel tubes welded together, which gave the car its “Birdcage” nickname. This design provided a more rigid but lighter chassis than other sports cars of that time. Remarkably, the chassis only weighed 80 lbs (35 kg). Rack and pinion steering and specially built Girling disc brakes completed the package.

The suspension in the car, both front & rear, was similar to the 250F Grand Prix car with its triangular arms and coil-over-shock arrangement at the front and a de Dion Tube Axle in the front.

Power was provided by a 2890.3cc inline-four cylinder DOHC normally aspirated engine with two Weber 48 C03 carburettors producing 187 kW (250 bhp) @ 6800 rpm.

The engine was placed well back in the chassis and was canted at 45 degrees to both reduce the height of the body and to create a low centre of gravity. The 5-speed gearbox was built “as one” with the differential.

The car weighed in at only 600 kg (1323 lbs). **Only 16 Maserati Tipo 61s were produced.**

Success on the race track was instant – in the hands of Stirling Moss the Maserati Birdcage won the 1959 Delamare-Deboutteville Cup, a support race for the Rouen GP, against strong opposition.

However, since Maserati’s new management forbade sanctioned motor sport activities for financial reasons, the Tipo 61s were sold to private racing teams. The best known of these was the Casner Motor Racing Division (Camoradi) founded by American Lloyd “Lucky” Casner. Camoradi negotiated a deal to campaign a team of Tipo 61s in the CSI’s 1960 World Sports Car Championship.

Indeed, the cars were prepared and maintained by the factory and, in European races, managed by Maserati – Camoradi’s role being primarily financial.

Unfortunately the Camoradi team saw more retirements than finishes in that 1960 season. That said, the Camoradi Maseratis led every World Sports Car Championship race but won only one – the **1000 kms Nurburgring with Dan Gurney and Stirling Moss at the wheel.**

Victories in lesser races during that 1960 year were recorded by:-

Stirling Moss

Havana Grand Prix, Cuba

Carroll Shelby

LA Times GP Riverside, USA

Jim Jeffords

Road America 500, USA

Three Camoradi Birdcage Maseratis ran in the **1960 24 Hours of Le Mans** but all three failed to finish due to mechanical issues in a race that arch-rivals Ferrari finished 1-2-4-5-6-7.



1962 - The Last Time Ferrari Won at Le Mans with a Front-Engined V12 Car

At the start of the race Gendebien in the 4-litre V12 sports front-engined **Ferrari** and Graham Hill in the 4-litre Aston Martin Prototype waged a short duel, with Gendebien getting the upper hand before long. Third place was disputed between the three fierce and noisy front-engined 4-litre V8 Maserati coupés and Pedro Rodriguez in a works rear-engined 2.4-litre V6 sports **Ferrari**. The Aston took the lead when the leading **Ferrari** stopped for Phil Hill to take over, but Hill broke the lap record at 3 min. 57.3 sec. (126.9 m.p.h.) and soon regained the lead, Rodriguez getting through to second place when the Aston stopped for Ginther to take over. Ginther got the Aston back into second place but was then forced to stop for a dynamo armature change, which lost it several minutes, and as darkness fell an internal oil pipe broke, putting the Aston out for good.



This left the Hill/Gendebien **Ferrari** in the lead, but the Rodriguez brothers, driving the V6 very hard, took the lead whenever the big **Ferrari** stopped at its pit. The Baghetti/Scarfiotti V8 rear-engined 2.6-litre sports **Ferrari** lay third at midnight, while the Maseratis which had looked promising early on had faded away, only the McLaren/Hansgen car still running, having suffered tyre trouble and a slight crash. The Thompson/Kimberley car had been crashed and the Trintignant/Bianchi car was withdrawn with damaged rear suspension.

The Rodriguez **Ferrari** dropped out at 4.30 a.m. on Sunday with transmission trouble, the car actually being in the lead at the time. The McLaren/Hansgen Maserati went out with a broken piston, followed by the Baghetti/Scarfiotti **Ferrari**, which was then in second place, with gearbox trouble. This left Hill and Gendebien quite safely in the lead and the privately-entered G.T.O. **Ferraris** of Noblet/Guichet and "Elde" / "Beurlys" moved up to second and third places, while the E-type Jaguars of Lumsden/Sargent and Cunningham/Salvadori moved up to respectable positions. The two Lotus Elites of Hobbs/Gardner and Wyllie/Hunt were going like trains, the former averaging over 100 m.p.h.

The leading car began to sound slightly rough towards the end but with no opposition the drivers could afford to slow down, going on to win with ease for **Ferrari's sixth win**, Gendebien's fourth and Hill's third. The Lumsden/Sargent E-type began to suffer gearbox trouble and dropped back to fifth behind the similar car of Cunningham and Salvadori, while the Hobbs/Gardner Elite, which had sounded superb almost to the end, went off tune with valve trouble, losing seventh place overall to the Barth/Herrmann Porsche Abarth, but they had the consolation of winning the Index of Energy category.

Story taken from Motor Sport magazine, August 1962



Car: Ferrari 330TRI/LM Spyder

Drivers: Olivier Gendebien and Phil Hill

Entrant: Scuderia Ferrari

Laps completed: 331

Distance covered: 4451.255kms

Average speed: 185.469kph

Winning margin: 5 laps



ALFA ROMEO GIULIA TZ



Alfa Romeo Automobiles S.p.A. was founded as A.L.F.A. (Anonima Lombarda Fabbrica Automobili or Anonymous Lombard Automobile Factory) in Milan, Italy in 1910. In 1915 the company came under the direction of Neapolitan entrepreneur Nicola Romeo and in 1920 its name was changed to Alfa Romeo. Since the production of its first racing car in 1911, Alfa Romeo has competed successfully in all forms of motor sport, either as an entrant or as an engine supplier. Indeed, the company has dominated each category of motor sport at one time or another, producing some of the world's iconic cars for some of the most talented drivers in the history of motor sport.

In 1961, following the business model of others, a specialist competition department known as **"Auto-Delta"** was set up to bring Alfa Romeo back to the top level of motor racing. The first car produced was the **Alfa Romeo Giulia TZ**, introduced in June 1962 - **arguably one of the prettiest sports racing cars of all time.**



Alfa Romeo Giulia TZ2

So how did the car fare in those epic Ferrari v Ford battles of the 1960s?

Whilst the TZ was a purpose built sports racing car, it was also built for street use. It featured a 1,570cc twin cam engine, a tubular space-frame chassis, light all-aluminium bodywork, disc brakes and independent suspension. It weighed in at only 650kg and was good for 216 km/h. In 1964 the TZ was homologated (min 100 units produced) to enable it to compete in the Gran Turismo or GT category. **Thus it was in a different class to the big engined prototypes of Ford and Ferrari.**

For the **1964 24 Hours of Le Mans**, Alfa entered three cars – one retired after 47 laps whilst the other two went onto win the GT 1.6 litre class, completing 307 and 305 laps respectively, and finishing 13th and 15th outright – an outstanding achievement.



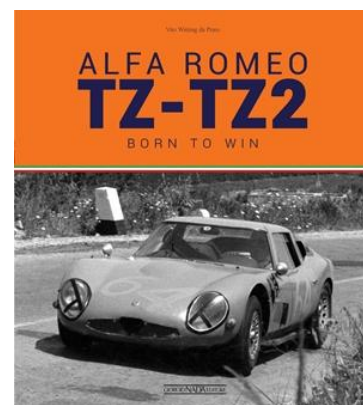
Australian motor sport fans may recall that the **Alec Mildren Racing Team** of the 1960s had a yellow Alfa Romeo TZ2 in its stable of cars. Usually driven by Kevin Bartlett, the car punched well above its weight whenever and wherever it ran. The car is featured above at Warwick Farm – Frank Matich has pole in an Elfin V8 with Alan Hamilton in a Porsche Spyder alongside him and KB making up the front row. Spencer Martin in the Ferrari 250LM is back on the third row.

Some Alfa trivia worth noting of that era :

Roberto Bussinello, who co-drove the class winning Giulia TZ in the 1964 Le Mans, teamed up with Australian driver Ralph Sachs to win the **1964 Sandown 6 Hour International** in an Alec Mildren Racing Alfa Romeo Giulia T1 Super.

In the **1965 24 Hours of Le Mans**, the Giulia TZ2 – car number 43 – driven by Teodore Zeccoli and Jose Rosinski slid off the track at Arnage on the second lap. It was a warm summer's day and the driver tried to dig the car out of the sand, eventually getting down to his "smalls". Alas, his efforts were in vain and the car was the first retirement of the race.

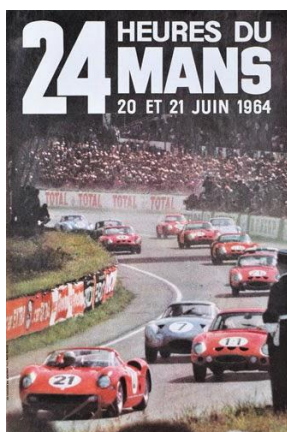
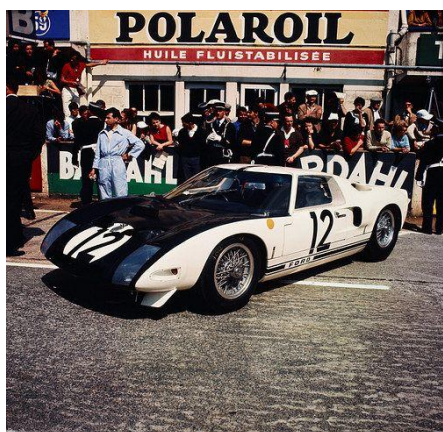
They really don't make'm or dress'm like they used to!





BRING IT ON

The events of 1963 and 1964 between Enzo Ferrari and Henry Ford II had been played out – the deal rejection – the vow of revenge – Ford’s cheque book style adoption of the Lola Mark 6 which saw the birth of the Ford GT40 Mark 1. **The battle lines had been drawn.**



Taken to the Nurburgring 1000km in May 1964, the Ford retired early with suspension failure after only 15 laps – but it **WAS** fast, if a tad unstable on the straights. That result, undeniably disappointing, necessitated further development in the short time available before the **24 Hours of Le Mans on 20/21 June 1964.**

For the race Ford had entered a team of 3 Ford GT40 Mark 1s. The driver line up was impressive.

Phil Hill/Bruce McLaren Ford GT40 Mark 1 (No.10)

Richie Ginther/Masten Gregory Ford GT40 Mark 1 (No.11)

Richard Attwood/Jo Schlesser Ford GT40 Mark 1 (No.12)



Whilst some may have questioned the GT40's reliability, Enzo Ferrari took Ford as a serious threat – after all, Ferrari had won Le Mans at its first attempt back in 1949. Ferrari followed its usual racing “business model” to meet Ford’s challenge by entering a combination of a works team and teams from its customer racing organisations: Maranello Concessionaires (British), Equipe Nationale Belge (Belgian) and North American Racing Team

Ferrari’s driver and car combinations were equally as impressive with 8 cars entered in the Prototype Class:-

SpA Ferrari SEFAC:

John Surtees/Lorenzo Bandini	Ferrari 330P	(No.19)
Jean Guichet/Nino Vaccarella	Ferrari 275P	(No.20)
Mike Parkes/Ludovico Scarfiotti	Ferrari 275P	(No.21)
Giancarlo Baghetti/Umberto Maglioli	Ferrari 275P	(No.22)

Maranello Concessionaires:

Graham Hill/Jo Bonnier	Ferrari 330P	(No.14)
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Equipe Nationale Belge:

Pierre Dumay/Gerard Langlois van Ophem	Ferrari 250LM	(No.23)
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North American Racing Team:

Pedro Rodriguez/Skip Hudson	Ferrari 330P	(No.15)
David Piper/Jochen Rindt	Ferrari 250LM	(No.58)



Most Le Mans races of that era were simply a 4 hour sprint followed by a 20 hour death march, and the 1964 event proved to be no different. The 3 Ferraris of Rodriguez, Surtees and Graham Hill assumed the early lead and were running in a neat “team” formation when Ritchie Ginther decided to exploit the Ford’s speed and took control of the race. Then the inevitable retirements came with neither marque immune.

Ford lost the Attwood/Schlesser car on lap 58 due to a fire; the Ginther/Gregory car had transmission problems on lap 63, and, finally, the Hill/McLaren GT40, which had lost a lot of time early on with a misfiring engine, retired on lap 192 when the selector ring failed. **Of the Ferrari Prototypes, 4 failed to finish, but Ferrari’s “numbers game” paid off as the 4 finishers came in 1-2-3-16.** The winning Ferrari 275P of Guichet/Vaccarella covered 349 laps (4695.31 km) at an average speed of 195.638 km/h.



Ford did gain some form of “revenge” as Dan Gurney and Bob Bondurant in a Shelby Cobra Daytona won the GT O/3.0 litre class from two Ferrari 250 GTOs, thus breaking Ferrari’s long term dominance in that category.



History tells us that Ferrari was successful again the following year but in 1966 Ford “cracked it” and went on to win four-in-a-row. Neither Ferrari or Ford have taken outright honours since, so the final tally of wins reads : **Ferrari .. 9 Ford .. 4**



But who was the winner of the “24 Hours of War” – the Ford v Ferrari challenge of the 1960s? Indeed, was there a “winner”? Maybe the answer lies in another question ... just go and ask any 12 year old boy here today what car he would like his father to go home in.



FERRARI 250LM



The **Ferrari 250LM** was a mid-engined sports prototype that was introduced at Paris in November 1963 as a “customer car” – a saleable sports racer for the public. About 32 examples were built in 1964 and 1965 – most with a 3.3 litre 320 bhp (238 Kw) V12 engine, independent double wishbone suspension, rack and pinion steering and four wheel disc brakes.

The 250LM is best known in Australia for two things.

Firstly, a 250LM entered by the North American Racing Team won the **1965 24 Hours of Le Mans** driven by Jochen Rindt and Masten Gregory, in what has, to date, proven to be Ferrari’s last overall victory at Le Mans.

The mid 1960s at Le Mans was all about Ford and Ferrari – their “wars over 24 hours”. For the 1965 season Ford entrusted the development and racing of the Ford GT40 to Carroll Shelby. However, in parallel, Ford itself developed a new version of the car – the Mark II. The GT40s ran a cast iron 4.7 litre V8 with a German-made ZF gearbox; the Mark II used a 7.0 litre V8 engine based on a Ford Galaxie block with a new 4 ratio Kar Kraft gearbox. Ten (10) Fords were entered; 4 Cobras, 4 GT40s and 2 Mark IIs. There were twelve (12) Ferraris entered; 2 works 330 P2 Spyders and no less than five (5) 250LMs – all customer cars in the hands of private teams.

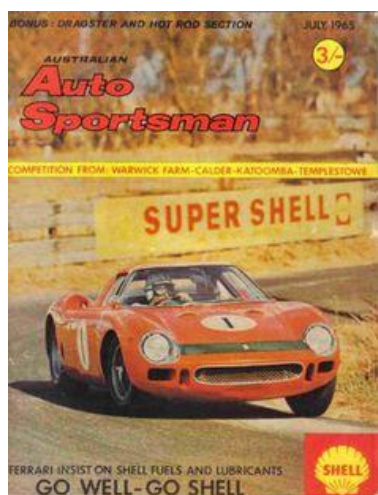
In a spectacular display of failure, all the Ford GT variants were out of the race before 90 laps had been completed. Then the works Ferrari 330 P2s began to suffer excessive disc brake wear necessitating lengthy pit stops for disc replacements. By 4.00am 250LMs were running 1-2.



Late tyre drama saw the leading 250LM drop to second but Rindt & Gregory held on for what was, in the end, a comfortable victory for the **NART Ferrari #21**. The car covered 4,677.11 km at an average of 194.88 km/h.

The second reason why the Ferrari 250LM is much loved in Australia is because one was successfully raced here from 1965 to 1968. David McKay had set up a professional racing team “Scuderia Veloce” (Team Speed) in the late 1950s which in turn led to the establishment of Scuderia Veloce Motors in 1963, underpinned by its gaining the Ferrari franchise for NSW. Late in 1965 McKay brought to Australia Ferrari 250LM #6321 and the car made its debut in February 1965 at Sandown Park driven by “the boy” Spencer Martin in a support race for the Tasman Series.

Martin drove the car for Scuderia Veloce 17 times in 1965/66 recording 9 wins, 4 seconds and 3 thirds in that time. The car was sold to Andy Buchanan (NZ) mid way through 1966 and he campaigned it through to the end of 1967. The Ferrari’s only wins during that period were its most notable – the 1966 and 1967 Surfers Paradise 12 Hour races.



In 1968 it came back to David McKay, but was not raced. In 1978 it was completely restored by Graham Watson and it then largely became a demonstration/display/show car before being sold at auction in 1982 – the high bid being circa \$260,000.

Ferrari 250LM 6321 currently forms part of The Ralph Lauren Collection at Musee des Arts Decoratifs, Paris France.





GT40



Owner: Les Johnson. Drivers Leslie C. Johnson and Richard D. Johnson

The Ford GT40 is a high-performance American-British endurance racing car based on the British Lola Mk6, with the Mk I, Mk II, and Mk III designed and built in England and the Mk IV built in the United States. The range was powered by a series of American-built engines modified for racing. The GT40 won the 24 Hours of Le Mans four consecutive times, from 1966 to 1969 (1966 being the Mk II, 1967 the Mk IV, and 1968-1969 the oldest chassis design, the Mk I), including a 1-2-3 finish in 1966. In 1966, with Henry Ford II himself in attendance at Le Mans, the Mk II GT40 provided Ford with the first overall Le Mans victory for an American manufacturer-and the first victory for an American manufacturer at a major European race since Jimmy Murphy's triumph with Duesenberg at the 1921 French Grand Prix. The Mk IV GT40 that won Le Mans in 1967 is the only car designed and built entirely in the United States- to achieve the overall win at Le Mans.

The GT40 was originally produced to win long-distance sports car races against Ferrari (who won at Le Mans six times in a row from 1960 to 1965). FORD/Shelby Chassis # P-1075, which won in 1968 and 1969, is the first car in Le Mans history to win the race more than once, with the same chassis. Using an American Ford V-8 engine originally of 4.7-litre displacement capacity (289 cubic inches). It was later enlarged to the 4.9-litre engine (302 cubic inches), with custom designed alloy Gurney-Weslake cylinder heads.

The car was named the GT (for Grand Touring with the 40 representing its overall height of 40 inches (1.02 m, measured at the windshield) as required by the rules. Large-displacement Ford V8 engines (4.2-litre, 4.7-litre and 7-litre) were used compared with the Ferrari V12, which displaced 3.0 litres or 4.0 litres. Early cars were simply named "Ford GT". The name "GT40" was the name of Ford's project to prepare the cars for the international endurance racing circuit.

The name of Ford's project and the serial numbers dispel the story that "GT40" was "only a nickname."



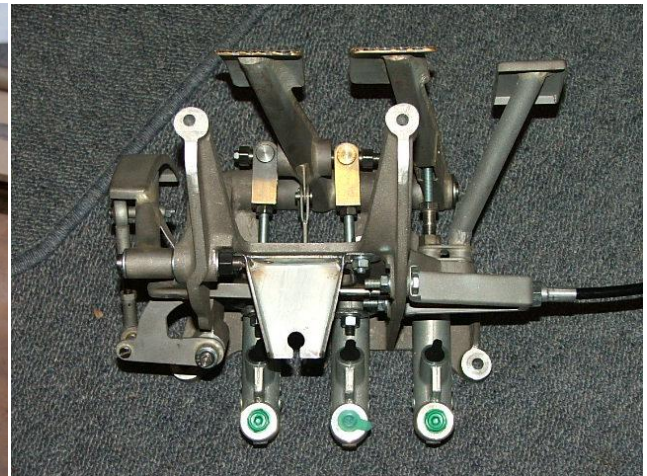
THE LONG PAINFUL BUILD OF THIS GT40

(This Replica Built by David Brown Invercargill New Zealand)

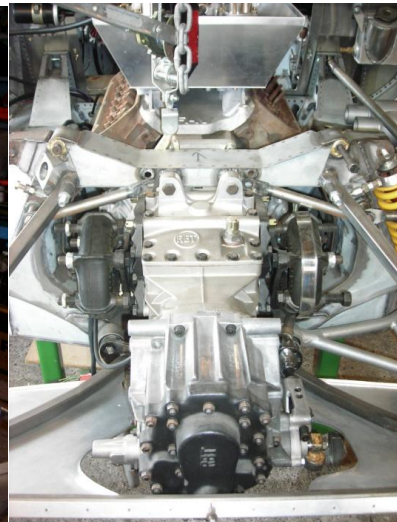


The

Chassis Construction – so many small parts to make



Brake and suspension components.



Engine and Transaxle assemblies

SAFIR MK V GT 40 CONTINUATION

Owner and Driver : Robert Mortimer

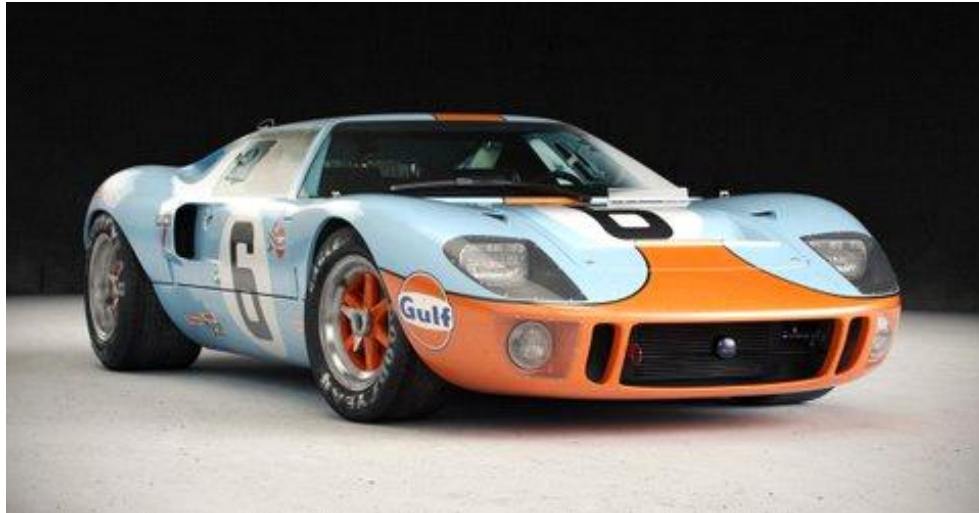
This is a quality re-creation of the original **John Wyer Automotive Engineering Ford GT40** (Chassis 1075) that beat Porsche in the **24 Hours of Le Mans in 1968 and 1969**. In 1968 the car was driven by Mexican Pedro Rodriguez and Belgian Lucien Bianchi and covered 4452.88km at an average speed of 185.536 km/h: in 1969 with Belgian Jacky Ickx and Brit Jackie Oliver at the wheel it covered 4997.88km at an average speed of 208.545 km/h.

The 1969 race was famous for the incident at the start when Jacky Ickx, starting from position 13 on the grid, walked the Le Mans start instead of the usual mad-rush driver sprint.



In developing the GT40 Continuation, engineers went to great lengths to ensure authenticity. It is **NOT a Kit Car or Replica**, it is a Genuine Continuation GT40 -P Chassis No P2340 and is listed in the Shelby Car History World Registry and Official GT40 Registry.

GT40 Continuation is built to exacting standards, in fact over two thirds of the parts in the Rolling Chassis are interchangeable with that of the original, including the 'Monocoque' style Chassis.



. Chassis	Full Monocoque
. Body	GRP Doors Front Clip and Rear Clip
. Engine Ford 302	Roush 347ci
. Horsepower	478 hp and 427 lbs of Torque
. Carburetion	8 stack fuel Injection
. Gear Box	5 speed Close Ratio with 1970 ZF 5 DS-25/2 Transaxle
. Brakes	Wilwood 4 pot Brakes F/R
. Fuel Tank capacity	22.5 gallons
. Top Speed {Estimated}	212 Mph [341.18 km/h] approx

The one “non original” inclusion is Air Conditioning and it has been conveniently disguised under the front bonnet to maintain the original look and feel.

The car was made in South Africa under license from South African Formula One Racing.



Porsche and '24 Hours of Le Mans'



18 wins from 1970 until 2017

Porsche regards motor racing as an essential part of ongoing engineering development, whether for future race programs or for future road cars. Porsche has been very successful in many branches of motor sport, particularly in long distance races. Although Porsche's early involvement in motor sport, up to the late 1960s, involved supplying relatively small engines to "racing underdogs", their 917 of 1969 gave Porsche its first *24 Hours of Le Mans* win in 1970, and it was followed up again the next year. The Porsche 917, powered by a 12 cylinder flat engine, is now thought of as one of the most iconic racing cars of all time.



Porsche 917

Since then, Porsche has won another sixteen *24 hours of Le Mans*, more than any other company. With the 911 Carrera RS and 935 Turbo, Porsche dominated the 1970s and even has beaten sports prototypes, a category in which Porsche entered the successful 936, 956 and 962 models.



Porsche 956

Porsche scored a couple of unexpected Le Mans wins in 1996 and 1997, and then in 1998, Porsche won overall with the 911 GT1-98. From then until 2014, Porsche did not attempt to score overall wins at Le Mans and similar sports car races. Instead it focused on smaller classes and on developing the water-cooled 996 GT3. Porsche returned to top-tier Le Mans racing in 2014 with the 919, but both cars experienced unknown engine issues within an hour and a half left to go, just as #20 car was chasing down #1 Audi in first place.

In 2015, a Porsche 919 Hybrid car won the 83rd running of the Le Mans. The Porsche LMP1 program also went on to win the 84th running of Le Mans in a 919 and then completed the “hat trick” by winning the 85th in 2017.



Porsche 919 Hybrid

Acknowledgement: The source of most of the information and all of the pictures was Wikipedia.

MAZDA WINS IN 1991



In the long history of the 24 Hours of Le Mans (the first was in 1923), only one Japanese manufacturer has ever won the classic long distance race.

Mazda took line honours in 1991 with the light and phenomenally reliable 787b, powered by Mazda's well-developed version of what was originally a German invention, the Wankel rotary engine. The winning car only started 19th on the grid, but reliability, plus the fact that the works Jaguars, Peugeots, Sauber Mercedes and Porsches suffered problems, saw British driver Johnny Herbert take the chequered flag at 4PM on June 23rd 1991. The other drivers were the German Volker Weidler and Belgian, Bertrand Gachot. The car covered 362 laps of the Sarthe circuit, a total distance of 4922.81 km. **All three Mazdas entered finished, the other two in 6th and 8th place.** The car had been developed since 1988, the year Mazda put their toe in the water with regard to endurance sports car racing.

The German designed Wankel Rotary engine appeared in some German cars in the late 1950s, but it was Mazda in the late '60s that really developed and championed the engine in a series of sports cars and small sedans, and **the Le Mans victory is the only one so far by a non-piston engined car.**

In the big scheme of things, Mazda is not a make that immediately springs to mind when motor racing is discussed, but the rotary engine cars, from the RX 7 onwards have had many successes around the world, including carrying Allan Moffat to the 1983 Australian Touring Car Championship.

The startling colour scheme of the winning car has often been remarked upon; in fact the green and orange were the colours of a Japanese clothing company (Renown) who had supported the team with clothing for several years. **In the UK, to celebrate the famous victory, Mazda produced a series of just 24 MX5s (one for each hour of the Le Mans race) as a special very limited edition. They are among the most highly prized MX5s now.** That said, I have read that some of them were re-painted soon after delivery because of the outrageous colour combination. None are known to be in Australia.



The first iteration of the MX5 was released in 1989, this popular roadster echoing the classic sports cars of the 1960s and 70s has become the most successful car of its type in history, with more than a million cars manufactured over the 4 versions released since 1989, the NA, NB, NC and ND. It has been said that Mazda didn't really cash in on the Le Mans victory, possibly because it was slightly unexpected and also because the main focus of the winning team was based in Europe.

It is worth mentioning that the fastest lap in the 1991 race was set by a certain young Michael Schumacher driving for Sauber Mercedes, the team that had won the race in 1989. The car reached a top speed in qualifying on the Mulsanne straight of 363kph!

It should also be mentioned that in 2016, Toyota came so close to becoming the 2nd Japanese manufacturer of winning at Le Mans...the car failed in the last few minutes...on the final lap of the race while in the lead.

The win came at a time that the World Championship for Sports Cars was undergoing rule changes (the rotary engine was banned after the 1991 race), and whilst it is arguable that such changes may have had a role in the Mazda win, the record books will always show that Mazda was the first Japanese manufacturer to win the 24 Hours of Le Mans.





McLAREN F1 GTR



The **McLaren F1 GTR** was a racing variant of the McLaren F1 sports car. It is most famous for its victory at the **1995 24 Hours of Le Mans** – the 63rd Grand Prix of Endurance. It was also McLaren's first win – at its first attempt. Such was the marque's dominance that McLarens filled four (4) of the first five (5) places.



Although the start of the race was clear, the rain arrived at the end of the first hour and stayed all night and well into Sunday. Indeed, 1995 was one of the wettest Le Mans on record. This, of course, benefitted the GT cars to the detriment of the WSC and LMP2 categories.

Even before nightfall, the McLarens were 1-2-3 as many cars had spun or skated off, caught out on slick tyres. As dawn broke the rain started to ease but the challenge to McLaren's overall position had evaporated. With two hours to go the leading McLaren had gear-selection problems and lost a couple of laps which allowed Mario Andretti's Porsche-powered Courage (WSC Class) to jump into 2nd place.

Thus it finished with a McLaren 1-3-4-5-13. The winning McLaren covered 4,055.8 kms at an average speed of 168.993 km/h.

The following year, a McLaren F1 GTR finished 4th, in 1997 2nd and 3rd, and in 1998, McLaren's last year at Le Mans, 4th. Overall, a pretty fair result!

In honour of the 1995 achievement, McLaren created five special F1 LMs for customers – to mark the five finishers. The winning car #59, which was driven by Yannick Dalmas, Masanori Sekiya and J J Lehto, was retained by McLaren and never raced again.

A total of 28 F1 GTR chassis were built – below is the history of those built in 1995 :-

#01R : Won the 1995 24 Hours of Le Mans. Retired and kept by McLaren.

#02R : 4th at 1995 24 Hours of Le Mans. Sold to Lanzante Motorsport. Won British GT Championship in 1996. Current status not known.

#03R : Did not finish the 1995 24 Hours of Le Mans. Finished 4th in 1996.

#04R : Damaged in 1995. Sold to Team Goh in 1996. Current status not known.

#05R : Finished 13th at 1995 24 Hours of Le Mans. Continued to race in FIA GT 1996/97/98. Sold to a UK buyer in 2010.

#06R : Finished 3rd at 1995 24 Hours of Le Mans. Now owned by David Clark, former Sales Director of McLaren Cars.

#07R : Finished 5th at 1995 24 Hours of Le Mans. Eventually converted for road use – since sold to a private UK owner.

#08R : Built for Gulf Racing to replace #04R. Did not finish 1995 Le Mans. Current status not known.

#09R : Sold to the Sultan of Brunei Hassanal Bolkiah for his private collection.

And, of course, it worth noting that the first 1996 spec car #10R was built as a test car to replace the retired #01, but was later converted for road use and sold to Nick Mason of Pink Floyd fame – see below.





1999 – BMW WINS



The **1999 24 Hours of Le Mans** was the **67th Grand Prix of Endurance** and it gave BMW its first and only win at the event as a manufacturer – BMW having previously supplied the V12 engine in the McLaren F1 GTR for that marque's win in 1995.

The competition for outright victory was to be fought out between Toyota and Mercedes-Benz in LMGTP and Nissan, Panoz, Audi and BMW in LMP.

However, the race became famous for the “flying” incidents involving the team of Mercedes-Benz CLRs both during qualifying and in the race itself. Mark Webber's CLR #4 became airborne at Indianapolis during Thursday night qualifying, and again, despite the remedial work undertaken, on the Saturday morning warm up lap. His car was withdrawn; however, Peter Dumbreck's CLR #5 also became airborne five/six hours into the race. This time the car flew off the side of the road and landed in the trees. Mercedes-Benz immediately withdrew the remaining CLR #6.

Replays of that incident are still being shown on TV to this very day.



The race itself was a bit of the old hare and tortoise – Toyota was marginally faster but the BMW's had far superior fuel economy.

After 5 hours BMW led from Toyota. At around 2.00am the first Toyota crashed and retired from the race. By dawn the #17 BMW led its sister car #15 by four laps with the sole Toyota a further lap behind. But, Le Mans being Le Mans guaranteed some late race drama when the leading BMW had mechanical issues and was forced out. The sole Toyota increased its pace but #15 BMW held on for what was for BMW, an historic win.

The final results were:-

1 st	BMW V12 LMR	Joachim Winkelhock Pierluigi Martini Yannick Dalmas	365 laps
2 nd	Toyota GT-One	Ukyo Katayama Keiichi Tsuchiya Toshio Suzuki	364 laps
3 rd	Audi R8R	Frank Biela Didier Theys Emanuele Pirro	360 laps

The winner covered 4,968 km at an average speed of 207 km/h.

Following the race, Mercedes-Benz pulled out of sports car racing altogether as did BMW which then concentrated on their supply of engines to the Williams Formula One team. For Audi its 3rd place was a very respectable result considering that it was their first attempt at Le Mans.

Next year's race saw the start of Audi's domination of 12 wins from the next 14 years.



BMW SPORTS CAR FACT FILE



- Since its first race in 1923, the 24-hour race at Le Mans has been one of the most important racing events in the world.
- BMW first entered Le Mans in 1937



- Since 1937, 120 cars powered by BMW engines have started
- BMW has recorded 21 top ten places and 5 podium finishes
- McLaren F1 GTR used a BMW V12 engine to win the BPR Global GT Series in 1995 and 1996, and, more importantly, the 24 Hours of Le Mans in 1995.
- BMW's only success as a manufacturer at Le Mans came in 1999 when Pierluigi Martini, Yannick Dalmas and Joachim Winkelhock won in a BMW V12 LMR prototype, covering 365 laps.
- The second BMW V12 LMR driven by Tom Kristensen, J T Lehto and Jorg Muller was forced to retire after an accident with just four hours of the race remaining, being four laps in front and having led for 18 hours.
- BMW has won the 24 Hours of Nurburgring 19 times and the 1000km Nurburgring twice (1976 and 1981).

- BMW has won the 24 Hours of Daytona three times (1976, 2011 and 2013)
- BMW has won Spa 24 Hours 21 times.
- A BMW works team E36 320d was the first diesel-powered overall winner at the 24 Hours of Nurburgring.
- In the American Le Mans Series, BMW has won three GT Team Championships and the GT Automobile Manufacturer titles (2001, 2010 and 2011)

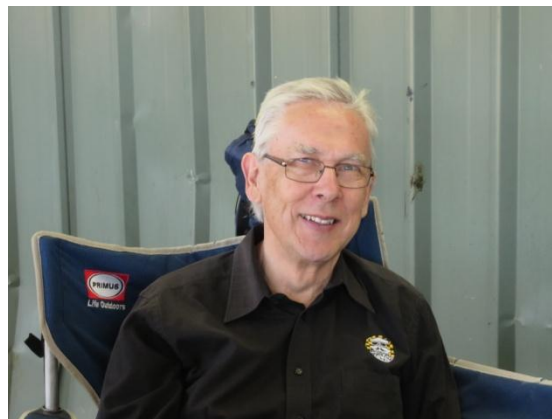




MEMBERS PAGE

Thank you to the following TSCC members and friends:

Neil Mason	Colin Watts	Colin Piper
Les Johnson	Rick Johnson	Robert Mortimer
Bob Smith	Carl Ryves	John Slater
Ian Norman	Stephen Knox	Adrian Walker
Dominic Truelove	Ashley Smith	Tyrone Smith
Barry Farr	Jim Catts	Terry Daly
James Elphick	Colin Allerdice	Norm Johnson
Derek Scott	Geoff Scott	Neville Bowden
David Slater	Malcolm Stephen	Barry Thew
Roger Morgan	Tess Morgan	Robyn Daly
Lester Gough	Lionel Walker	Geoff Breen
Laurie Bromley	Vic Clarke	Vern Kelly
Neil Hood	Spencer Martin	



Left: Colin Piper, Vic Clarke & James Elphick

Right: Colin Watts



The Club's special guest Spencer Martin



Robert Mortimer's SAFIR MK V GT40



Clockwise from top left: Les Johnson's Aston Martin DBR2 Replica, Carl Ryves' Ferrari 250LM Replica, James Elphick's Maserati GranSport, Jim Catts' Ferrari 575, Les Johnson's Ford GT40 Replica and Terry Daly's Ford GT40 Replica.



Clockwise from top left: Ashley Smith's McLaren & Ferrari, TSCC members Vern Kelly, Barry Farr (President) and Ian Norman, Stephen Knox's Ferrari 575M, Terry Daly's Lotus Elite, Ben tries out his grandfather's Aston Martin DBR2 Replica for size, and Norm Johnson's Jaguar XKSS Replica.



Clockwise from top left: Norm and Les Johnson, Colin Piper has his first “run” in a GT40 and TSCC Club Member Neil Mason gives the thumbs up to the three Ford GT40s going out on a lap of the Sydney Motor Sport Park circuit.

It may well have been the first time that three (3) GT40s appeared on the track at the same time.