



WINDSCREEN

The Magazine of Swansea Motor Club



Daniel Owen at May Llys y Fran (Photo by Richard Gardener)

June 2016

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Editors Intro

Welcome everyone to another edition of your club magazine.

Since I last wrote we have run our May hillclimb at Llys y Fran. We were blessed with good weather again but a disappointing entry which I suspect had a lot to do with various changes to the Blue Book that have come into force this year. A number of our regulars did not show because of the need for a frontal head restraint device and several others were caught out by changes in tyre rules. As one well-known local competitor and ex Welsh Champion said "I am not sure why I still do this. For the same sort of money I could do a track day and I wouldn't need a new helmet or a FHR device, I could use my old tyres and I wouldn't even need a race suit." As the MSA tells us how they are trying to encourage grass roots motorsport it appears they forgot to tell the committees who dream up the rule changes.

On the social side we have held our annual pool and darts competitions. Huw Richards maintained his reputation of having had a mis-spent youth by winning the pool but Andrew Meek triumphed in the darts. After the AGM Rob Allender provided an entertaining mix of quiz questions and I have included them in this issue for those who were not there to have a go at. The answers are at the back of the magazine along with some background information that Rob supplied about many of the questions. In May we attended the Singleton show and, despite the weather not being what we would have wanted, attracted plenty of interest to our stand. Better weather in June saw a number of members enjoying a jaunt round Gower before returning to Dunvant RFC for sausage and chips in the clubhouse.

Looking forward we have our second LyF event in a week or so and at time of writing have already attracted 66 entries. If you are not entering please come along to assist with marshalling and/or any one of the hundreds of other jobs that we need help with on the day.

Hope to see you at Llys y Fran

Neil

Colin Francis OBE 1935-2015

Colin Francis, who sadly passed away in November 2015 following a short illness, was intrinsically linked to Swansea Motor Club during the 60's and 70's by reason of him navigating for some of the members. He then became a welcome competitor on the Rally of the Vales retro in the 90's, including two wins. Colin also introduced David Steel; now Baron Steel of Aikwood, to the sport of rallying and brought the then knight to compete on the Vales in his tuned Ford Anglia Estate.

Born in Aberdare in 1935, Colin attended Aberdare Grammar school and in 1960 started his successful rallying career, first as a driver, but an accident during an economy rally convinced him that his future lay in the co-driver's seat. When Colin started to co-drive seriously, he first teamed up with Ted Cowell and then Frank Pierson, with whom he soon bonded and the pair won several *Motoring News* Championship rallies together.

Memorably, in 1977 Colin partnered Pentti Airikkala on the international Welsh Rally by virtue of his knowledge of the likely route and the wild Epynt ranges in particular. They won the event overall against a top quality field containing some of the fastest rally drivers of that era, giving Vauxhall the first international victory for their Chevette. Pentti later described Colin as one of the best co-drivers he'd ever worked with and the duo competed successfully on several other rallies together. As a result of that Welsh Rally win, Colin went on to manage the Dealer Team Vauxhall works team during the 1970's, necessitating him to suspend his co-driving activities.

Colin was very much the driving force behind establishing Historic Rallying as an exciting new dynamic in motor sport in the early eighties and was responsible for introducing many new competitors into rallying. He made the seamless transition into the historic category himself and flourished, as he possessed all the essential first-principle navigational and timing skills which formed the basis of a winning performance.

One of his most acclaimed victories in historic rallying was co-driving the late Ignacio Sunundegui to victory on the 1996 Classic Marathon Targa Espana in his Cooper 'S', but his second rallying career was characterised by victories on a number of prestigious historical events, navigating for a cornucopia of first-rate international drivers. He won the Vales twice; first in 1990 with Tony Davies in his Cooper 'S' and again, on the rally's last running in 1999 with David Astle in a Ford Cortina GT.

Acknowledged as one of the best road rally navigators of all time, with a quick, lateral-thinking mind and razor sharp intellect, Colin was also involved in other spheres of rallying and probably put back into the sport more than he took out. He was the original driving force behind the formation of the Welsh Association of Motor Clubs and their original Road Rally Secretary. Together with the redoubtable John Brown he helped form HERO (Historic Endurance Rally Organisation) and was also a popular FIA Historic Rally steward, vice Chairman of FIVA Events Commission and a board member of FBHVC.

If all that wasn't enough, Colin also helped organise several events and wrote erudite rally reports and columns for publications and journals. Helpful, genial company, polite and ever co-operative, Colin's presence on any event was guaranteed to provide style and common sense and this mantra also pervaded through his professional life as a senior civil servant, first for HM Customs & Excise in Llantrisant and later in Wombourne, Staffordshire. In 1978 he joined the Welsh Office, including a 3-year secondment to the Welsh Development Agency in the USA. Such was his success and the respect he generated from his role that he was awarded an OBE and also had a direct line to the minister for Wales at Westminster; a rare commodity!

The sport of rallying has lost a great ambassador, proud Welshman and a truly nice guy to boot. Colin's phone number in your cell phone directory was indeed a status symbol! All at Swansea Motor Club extend their condolences to Colin's wife Val, daughters Helen and Avril, son-in-laws Derek and Terry together with his two grandchildren and the rest of his family and friends.

Ken Davies

A Little Light Entertainment

Here are the quiz questions provided by Rob for our April 6th Social. Answers on the back page, along with some additional information about some of them.

Rallying.

1. According to the latest MSA News magazine how long might it take someone to do the 'On-line' Rally Marshals Training and Accreditation programme.
2. Who was the British driver who was Mitsubishi's works drivers in 1997 on gravel events along with Tommi Makinen?
3. Carlos Sainz holds the WRC record for most career starts but how many WRC wins did he have?
4. Sainz's co-driver for most of his WRC career was?
5. Since it started in 1973 which car maker has won the World Rally Championship Manufacturers' Championship the most times?

Local WAMC Questions

6. Who is the 2015 King of Epynt?
7. Who are the 2015 WAMC Road Rally Champions - Driver & Co-driver? 2 points
8. Who is the 2015 Trident Welsh Sprint & Hillclimb Champion?

Motor Racing

9. James Hunt once claimed on a 'Question of Sport' that Jim Clark should have won 3 x Indy 500s. What was the basis of his claim about the 1963 Indy 500 race?

As the SMC started as a Motorcycle & Light Car Club here are 2 bike based Questions.

10. John Surtees is noted as the only man to win World Championships on both Bike & Cars, but which British biker won World Championships on bikes and in 1972 a European Championship on 4 wheels?
11. Which Pre-war biker won European Championships on bikes and a European Championship on 4 wheels?
12. From its winning debut in the 1967 Dutch Grand Prix by Jim Clark Lotus 49, to its last win in 1983 Michelle Albereto driving a Tyrrell in the Detroit Grand Prix who many Grand Prix did the Ford Cosworth DFV engine win?

General Knowledge

13. At sea what is a 'Birkenhead drill'?
14. In the traditional folk song Scarborough Fair i.e Are you going to Scarborough Fair? What herbs apart from Parsley are mentioned? Max 3
15. Name any one of the 3 Welsh Oscar winners who were all born in the West Glamorgan Area. i.e male & female. One point for each if you can name all 3.

Gwynne Price Evans 1941-2016

Gwynne Evans, who sadly died on February 1st after a short illness was a staunch and popular member of Swansea Motor Club in the 50's and 60's, forever characterised by the Hillman Husky estate car he'd tuned to perfection and used successfully on the full spectrum of club events during that era.

Born the eldest of 3 children, Gwynne went to college in London before taking over the family Radio & Television business based on Gower Road in Killay on the sudden death of his father in 1961. Around this time Swansea Motor Club was at its peak and Gwynne famously modified his road-going Rootes estate car into a quick and good-handling compromise vehicle for carrying TV sets, sprinting at Brands Hatch, rallying in mid Wales or contesting an Autotest on Fairwood airfield. This car typified the spirit during this futile period of motor sport and became one of the more iconic and familiar sights on the roads of Gower during that time. Almost everyone you spoke to had seen – or heard it!

Gwynne had an ingenious and inventive mind for all things electronic and was the man to solve your problems; eventually making the seamless and enthusiastic transition into all the many aspects of modern IT, the more complex the better! In addition, Gwynne had an outgoing and infectious personality, was great social company and dedicated family man; Gwynne's younger brother John was also a member of the club and competed successfully in a blue Mk1 MG Midget, sometimes fitted with an Ashley hard-top.

Ever faithful to the Rootes marque, in recent years Gwynne had rebuilt a couple of Sunbeam Alpines, all to his high and exacting standards. He was also immersed in digital photography and possessed a comprehensive archive of great period motor sport images.

Swansea Motor Club was well represented on 19th February at Gwynne's funeral service in St Hilary's Church Killay and after at Swansea Crematorium and extends its condolences to Gwynne's wife Gill and the rest of his family.

Ken Davies

Introduction from 9ger news

Although well into my geriatrics I have had a lifelong passion for motor sport from doodling bikes and cars in my junior school exercise books, up 'til today where I have an 1100 class Jedi Kawasaki in the UK and 4 "oldish" Italian bikes plus a much more modern Honda off road bike and a GTM Coupe which I'm building back home in Kano, Nigeria, where I have lived since 1978. When I first went there little did I ever dream I would still be there after all these years; I thought 2 or maybe 3 years at the most, save some money and come back to the UK.

On my first holiday, after being in Nigeria for a year, I was driving a rented car to run around in and go to watch race meetings at the weekend, when I thought "Why rent, buy something interesting (sporty) with little or no depreciation to drive 1 month each year". I had read the 1967 CCC write up on the Cox GTM (I still have the magazine) and, having owned a clutch of Mini's previously, this was the car I lusted after with a Lotus Elan as a close second choice. So, when back in the UK, the Motoring News adds were scoured but no GTM. I even got to almost buying an Elan, telling the seller "I'll phone you on Thursday to give an answer after MN comes out". Luckily there was a 1969 Cox GTM for sale in North London, very much cooking spec, 998, single carb, drum brakes all around and Fiat chrome yellow, so "Irmintrude" was bought. I immediately hatched a plan, a cunning plan, to turn this little pussy cat into something much more serious. I wanted to build a big engine so acquired a tired 1275 'S' motor plus 'S' front and rear brakes. The motor was rebuilt using Triumph 2.5 PI pistons (no Omega or Hepolite big bore pistons back then) to give 1426cc using the standard stroke, at first using

1-1/2inch twin SU carbs, but later changed to a 45DCOE Webber. Throughout its life the GTM was my UK holiday car plus it was used for sprints and hillclimbs from the early 1980's.

During my events I had bumped into John Corbyn of Jedi fame; at the time I met him he was campaigning a Terrapin with an 1100 BDJ Cosworth motor adapted to fit onto a transverse Mini gearbox, then later the same BDA engine driving through a Hewland box installed into a Saracen single seater. John lived in Wellingborough, Northampton and had a small car repair garage, doing all his preparation after work hours on a very limited budget. John was a very competitive character and only wanted to win, 2nd place did not count for anything and at the time he was competing in the 1100 it was becoming ever more expensive, which was too much for his limited resources so he packed it in, sold the Saracen, and pursued his other passion for free flight model aircraft.

As my parents were living in Wellingborough, I used to stay there when on leave and visited John many times. He was getting itchy feet and wanted another go at hillclimbing so we would meet up and chat in his favourite pub and talked about cheaper alternatives to being competitive in a single seat car. After much doodling on napkins, beer mats and anything else that came to hand a plan was made to design/make 2 bike engine 500cc cars to be share driven by John, John Beaden, Roger Grigg and myself. JohnB and Roger backed out due to personal and business reasons leaving JohnC and myself to share drive and jointly own the 1st Jedi from 1985 until 1990. Then John decided he wanted to go circuit racing with the Jedi, making it no longer possible to share drive the car, which by this time had been converted to 500cc 4 cylinder TZ Yamaha. At first I thought the circuit idea was also good for me and bought a Yamaha engine and paid John a deposit to build me a car. Then I had second thoughts and put my new car on hold, thinking a) where would I store it and b) with circuit racing I would only get one or maybe 2 events each year at the most, although I was still hillclimbing with the GTM every chance I had up until 1989 when sadly it was destroyed in a garage fire at my parents house.

Then in 1995 I thought I need to have another go in a single seat car before I got too old, my holiday car had become a 1700 crossflow Caterham Super Sprint, which I bought off Phill Cooke as he needed funds to buy himself a Jedi.

At first my new Jedi was going to have a 3 cylinder Nova converted 500cc engine, but after many delays this was changed to a completely standard ZX10 Kawasaki, which meant no more push starting, press the button and go. I had arranged with Andy (my nephew living and studying in Swansea) that he could share drive and I would help him with expenses if I could store car and trailer at his house in Fforestfach and from 1997 when the car was new till early 2000 my Jedi was a Welsh resident. In 2000 Andrew met Emily who became his wife and sadly that was the end of his motorsport and my car and trailer were evicted at rather short notice. They ended up being stored in Wellingborough, which was much easier for me as I no longer needed to hire a tow van straight off a night flight from Africa and drive bleary eyed down to South Wales from the East Midlands. My cars first event was at Pembrey and did not go exactly to plan as the battery was not being charged, the clutch master cylinder size was wrong so it was like using a switch and the engine was jetted wrong so would not pull past 6000rpm. Things got sorted and improved the next time out!

Up 'til now my car is the only Kawasaki engined car built by Jedi; all others have been converted from the previous 500cc engines installed. In 2000 I upgraded from the ZX10 engine to the externally similar ZZR 1100 which I modified by boring oversize to the class limit and raising the compression. This engine destroyed most of itself, breaking an expensive aftermarket conrod (not Carrillo) just off the start line at Thoresby Park, so for a year I refitted the original ZX10 which I could not even give away! While I had a replacement engine built out of a fleabay donor, this time using Carrillo rods, the original ZX10, which has the same bottom end was rebuilt with ZZR1100 barrel, pistons and head to the same spec to give me a spare engine in case of any disaster!

The 1095 engines have been fitted in my car until last year when I thought that in spite of advancing years I always did well for results so why not go into your dotage on a high note with a more competitive engine and a raft of minor chassis mods over the 2015-2016 winter.

The most popular engine without doubt is the Suzuki GSXr, but rather than follow I thought I would like to get ahead, so after a little research of what the sidecar racers are doing, bought a late model Kawasaki ZX10r, not cheap and less robust than the Suzuki, a lot have been blown up due to oil starvation with cut down sumps.

So it had to be done properly with a dry sump, as used by the leading sidecar drivers, stronger drive shafts, relocated diff mountings on the rear bulkhead, new Hans friendly belts and relocated belt mountings, etc.

During my 3-1/2 weeks stay I have entered 6 events from the end of April to mid May, Wiscombe Park, Werrington Park, Mira and Llys y Fran, so fingers crossed and hope it all goes to plan without hassle, see you there.

John Bunting

(Editor note: sadly John's new engine was not ready and he was forced to give up on his plans for this year but we look forward to seeing him in 2017).

Neil Cunningham

Neil Cunningham sadly died on the 25th May at the age of only 53 following a courageous battle with Motor Neurone Disease, diagnosed only 6 short years ago. Although not a member of Swansea Motor Club, Neil moved to Swansea almost 20 years ago and made his home in West Cross and was part of the local Welsh motor racing community. He joined us one memorable Wednesday evening five years ago to deliver an entertaining talk on his career as a racing driver and film stunt driver; even standing in for Top Gear's Stig when needed.

Neil was born in New Zealand and after racing a Formula Ford in Australia, come to the UK and soon made a name for himself in Formula Ford. His single seater career plateaued so he changed to the Eurocar series and won the 1996 V6 title. He then moved into Sports & GT cars and really found his forte and he won several rounds of the British GT Championship mainly for Embassy Racing in a GT2 Porsche 911, sharing with Ben 'Stig' Collins in 2005 and finishing 3rd in the Championship.

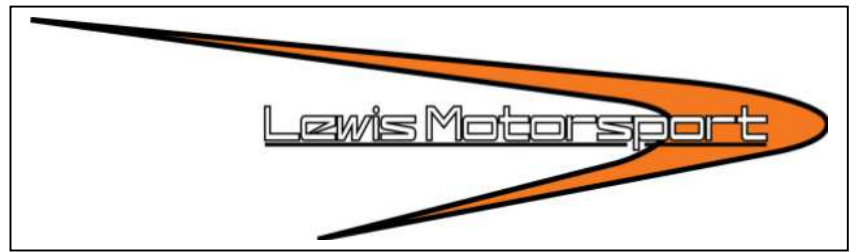
Neil raced at le Mans on several occasions both in GT and LMP 2 category cars before becoming a regular in the Historic Racing category and shows his class driving V8 American cars, Jaguar saloons and Sports cars for a number of wealthy and well-known entrants and also co-drove with these 'Gentlemen Drivers'. Neil was always smiling, very approachable, pleasant, unassuming and easy to get on with and a pleasure to be with. He was a member of the British Racing Drivers Club.

Swansea Motor Club extends its condolences to Neil's wife, family and many friends.

Ken Davies



Neil Cunningham with then Club Chairman Huw Richards in February 2012



Llys y Fran May 2016

As you can see from the logos above we now have a sponsor for our hillclimbs. Wyn Lewis has been a regular at LyF for many years with his yellow Proton in the road rally class, enjoying many a battle with Tony Barber. We are delighted to welcome him and his company Lewis Motorsport as our title sponsor. This move helps to ensure the future of our two events as the May hillclimb has suffered from a lack of entries in recent years and the club loses a significant amount of money running that event. However we have been loathe to give up the May date as, once gone, they are much more difficult to get back. The only alternative would have been to raise entry fees, a move we were keen to avoid having worked for several years to keep our costs down. The Lewis Motorsport sponsorship eases our worries and we can concentrate on building the numbers for May over the next few years.

As it was we had 32 competitors at the event (down from 39 last year) and, as I mentioned in my intro, I am sure much of this was due to the rule changes introduced for 2016. Luckily the weather was on our side and, though the track was very 'green' at the start of first practice, it stayed dry all day.

The first car on the start line was Charlotte Phelps, driving the newly acquired Westfield that she shares with brother Adam. I popped out of the timing caravan to congratulate her on winning the Welsh Junior Championship 3 years in a row, then the conversation turned to the state of the track. Charlotte commented that it looked rather slippery under the trees and said she would take it easy on this first run. Thirty seconds after she blasted away from the start a voice cried out over the radio "car's gone off". Sure enough, Charlotte had managed to put it off at Shellards, the very spot she was most concerned about, luckily without much damage though it took a while to extricate the car from the tangle of bushes it had ended up in.

The rest of first practice went off without any more excitement, Adam Phelps setting the pace to show that the car was unharmed.

Practice 2 also went well, the only person suffering a problem being Richard Hearnden in the Sprite but whatever it was only affected him on this run.

With the small entry we had plenty of time to offer a third practice run, which most competitors took up.

After lunch it was down to the serious business of the race runs. Adam Phelps again set the pace with Kevin Cole next and Graham Hollis third. It was the road rally class that was closest fought, Tony Barber leading from Wyn Edwards, Emyr Davies and our sponsor Wyn Lewis, these four separated by just half a second. Phoebe Williams, Wyn's partner, was on her first hillclimb with a Mini in class 1A, but finished the run with a plume of smoke trailing her. Happily it did not curtail her participation in the event.

The deciding race run saw the top three in the same order, whilst Tony Barber and Emyr Davies turned the wick up to move away from the rest of class 7B. As you can see from our front cover photo Daniel Owen had a bit of a scare at the second to last corner, through the gate. Those watching breathed a sigh of relief as the Mini eventually ended up back on four wheels. Amazingly, all 32 of our competitors completed both of their race runs, not a bad feat given the nature of motorsport.

With plenty of time still in hand we then had a top ten runoff, a number of competitors who do not normally get close to the top ten when we have more entries relishing the opportunity. The top three remained the same again, though Kevin Cole, Colin Davies, Mark Jago and Matthew Powell all did their best times of the day.

With time still on our side a fun run was offered to any competitor who wanted another go and 13 cars duly lined up. Our timekeeper, Tony Parker commented "oh no, you always get trouble on fun runs". Sadly, he was proved correct as Emyr Davies rolled his Escort at the hairpin, luckily without harm to himself but the car was not so fortunate. It was a sour note to end what had otherwise been a fantastic day, with a large crowd of spectators enjoying the action. Full results from the event can be found on our web site.



Adam Phelps en route to FTD



Kevin Cole 2nd fastest overall



Graham Hollis 3rd fastest overall



Smokey sponsor – Phoebe and the Mini



Colin Davies waves a wheel to the crowd



Mathew Powell with his Cox GTM



Tony Barber first road rally car class 7B



Best turned out car Garry Morgan Chevette HSR

Swansea Motor Club Lewis Motorsport Llŷs y Fran Hillclimb 8th May 2016

Car no	Name	Car	Class	Run 4	Run 5	Class Rank
Class 0SP						
1	Lyndon Evans	Renault Clio Sport	0 SP	* 55.73	56.51	3
2	Andrew Bisping	Renault Clio	0 SP	54.36	* 53.42	1
4	Gary Morgan	Peugeot 206 Gti	0 SP	* 55.43	56.72	2
Class 1A						
7	Phoebe Williams	Mini	1A	60.01	* 59.71	2
8	Richard Hearnden	Austin Healey Sprite	1A	* 58.26	68.53	1
Class 1B						
11	Nick Revels	Mazda MX5 Mk2	1B	57.96	* 57.83	2
27	Wynne Morgan	Renault Clio Williams	1B	54.27	* 52.25	1
Class 1C						
15	Gordon Hick	Seat Leon	1C	* 53.46	53.92	1
16	Eifion Jones	Audi S3 Quattro	1C	* 54.84	55.32	2
Class 2A						
17	Mark Jago	Dutton Melos	2A	52.92	* 51.48	1
18	Tom Hackett	Westfield	2A	54.26	* 53.87	2
Class 3B						
21	Martyn Ferris	Renault 5	3B	* 54.42	55.28	2
22	Paul Meadows	Peugeot 205	3B	* 52.69	53.15	1
Class 3D						
26	Adam Phelps	Westfield Megabusa	3D	44.09	* 43.51	FTD
726	Charlotte Phelps	Westfield Megabusa	3D	55.07	* 53.09	1
Class 4A						
30	Daniel Owen	Mini Vtec	4A	* 49.87	63.32	2
31	Kevin Cole	Imp Spaceframe	4A	* 46.88	46.96	1
32	Mathew Powell	GTM	4A	* 50.70	51.06	3
Class 4B						
35	Garry Morgan	Vauxhall Chevette HSR	4B	57.19	* 54.13	1
Class 6A						
40	Huw Edwards	1965 Austin Healey	6A	* 54.67	55.01	1
Class HRC						
41	Callum Barney	1964 Mk 1Cortina GT	HRC	* 56.73	56.79	3
42	Roger Jones	Austin Mini	HRC	* 54.72	54.85	1
742	Paul Jones	Austin Mini	HRC	56.88	* 54.99	2
Class 7B						
50	Wyn Lewis	Proton Compact	7B	53.71	* 53.55	4
51	Tony Barber	VW Golf Mk2 Gti	7B	53.19	* 52.31	1
52	Wyn Edwards	Renault Clio Cup	7B	53.3	* 53.06	3
53	Richard Evans	Peugeot 206 GTi	7B	* 55.63	55.84	5
55	Emyr Davies	Ford Escort	7B	53.32	* 52.56	2
Class 7D						
58	Alex Rossiter	Ford Escort Mk1	7D	52.05	* 51.60	4
60	Graham Hollis	Ford Escort	7D	48.22	* 47.72	1
61	Peter Barrett	Ford Escort	7D	49.63	* 48.66	2
62	Colin Davies	Ford Escort	7D	* 50.53	51.37	3

Odds and

The photographs accompanying my Llŷs y Fran article were provided by Richard Gardener and I am indebted to him for permission to use them.

REMEMBER Next LyF July 17th. Marshals still needed. Contact neil.samuel@ntlworld.com

..... **Ends**

Quiz Answers

1. Less than 1 hour
2. Richard Burns
3. 26
4. Luis Moya for 24 of 26 wins
5. Lancia is the most successful, with 10 titles including 6 consecutively from 1987 to 1992.
(Citroen 8, Peugeot 5, Ford, Toyota, Subaru, Fiat, VW =3)
6. Damian Cole
7. Ian 'Dude' Roberts & Gwawr Hughes
8. Wynne Morgan
9. The winning car (a roadster driven by Parnelli Jones) should have been black flagged for dropping oil! Jim Clark, who finished 2nd (driving a Lotus 29 'powered by Ford') should have won the Indy 500 in 1963 had the Officials black flagged Parnelli Jones as his car was dropping oil on the track! The result remains controversial as before the race United States Auto Club (USAC) officials had told the drivers that they would black flag any car that was seen to be leaking oil onto the track. Late in the race, Jones' front-engined roadster began to leak oil. With the track surface already being slippery this resulted in a number of cars spinning and led to popular driver Eddie Sachs crashing into the outside wall. USAC officials were set to black flag Jones after the Sachs crash until his car owner J. C. Agajanian ran down pit lane and somehow convinced them that the oil leak would not leak any further. Colin Chapman later accused USAC officials of being biased because Clark and Lotus were a British team with a rear-engine car. Many, including journalist and author Brock Yates, believed that had it been an American driver and car in second place instead of Clark in the British built Lotus, officials would have black flagged Jones. Despite this neither Lotus nor their engine supplier Ford protested the result.
10. Between 1961 and 1967 Mike Hailwood won 9 World Motorcycle titles including: 500cc - 1962, 1963, 1964, 1965; 250cc - 1961, 1966, 1967; 350cc - 1966, 1967. In all he took 76 Motorbike Grand Prix victories, 112 Grand Prix podiums, 14 Isle of Man TT wins and 9 World Championships, with 4 World Championships, 37 Grand Prix wins, 48 Grand Prix podiums, 6 Isle of Man TT wins in the 500cc category. In 1972 he won the European F2 Championship in a Surtees car, though he also contested 50 F1 Grand Prix and took a podium at Le Mans.
11. In 1925 Tazio Nuvolari became the 350 cc European Motorcycling champion by winning the European Grand Prix and in 1932 Tazio Nuvolari driving an Alfa Romeo won the European F1 Championship. During his motorcycle years, Nuvolari obtained 69 victories (36 outright and 33 class wins), the 1924 European Championship, both 1924 and 1926 Italian Championships and three International Speed records. On no less than eight occasions, whilst riding a Bianchi 350 c.c, with which he was so successful, he managed to beat all the other riders driving 500 cc. bikes. Achieving success in car racing required him devoting time and perseverance. After having won some races as a privateer, he got an Alfa Romeo works car for the 1930 Mille Miglia. He dominated the race at a record average speed of over 100-kph. He won 24 Grands Prix, two Mille Miglias, two Targa Florios, two RAC Tourist Trophies, a Le Mans 24-hour race, and a European Championship in Grand Prix racing. In 1935 he took the 'Impossible Victory' at the German Grand Prix at the Nurburgring driving an outclassed Alfa Romeo against the Mercedes and Auto Union cars. It was the only time a non-German car won a European Championship race from 1935 to 1939. Ferdinand Porsche called him "the greatest driver of the past, the present, and the future."
12. 151
13. A method of abandoning a sinking ship. i.e Women & Children first'. The Troopship HMS Birkenhead was ship-wrecked in 1852 near Cape Town, while transporting troops to South Africa. There were not enough serviceable lifeboats for all the passengers, but the soldiers famously stood firm, thereby allowing the women and children to board the boats safely. Only 193 of the 643 people on board survived, and the soldiers' chivalry gave rise to the "women and children first" protocol when abandoning ship, while the "Birkenhead drill" of Rudyard Kipling's poem 'Soldier an' Sailor too' came to describe courage in face of hopeless circumstances.
14. Sage, Rosemary & Thyme
15. Ray Milland, Anthony Hopkins, Catherine Zeta Jones.