

**Fast Ladies**

By Jean-Françoise Bouzanquet

Women play the most crucial role in human life as mothers of us all, and many have enjoyed starring roles as monarchs throughout history, but too many have lived lives subservient to their men. In racing, however, this reality ensures that a woman who makes a name for herself does it solely on skill and talent.

Despite an occasional clichéd and condescending characterization, Bouzanquet's efforts are extensive and illuminative, chronicling with insight and enthusiasm the exploits of these racing ladies. He begins with Bertha Benz, wife of Karl, who became the first woman to drive solo upon taking her kids for a secret ride to grandma's house in 1888. Ten years later came the Duchess d'Uzes, both the first licensed woman driver and the first ticketed for speeding; but the first lady racer was Camille du Gast, who finished 33<sup>rd</sup> of 122 entries in the 1901 Paris-Berlin race.

Elisabeth Junek, who nearly won the Targa Florio in 1928, is given her due, along with the likes of Annie Soisbault, Pat Moss, Denise McCluggage, and Michelle Mouton. Maria Teresa de Filippis heads the list of Grand Prix girls, where Divina Galica, Desire Wilson, and Lella Lombardi, the only woman ever to score F1 points, are also found.

All these tales and many more are illustrated with exquisite period photography that only embellishes the finished work. Available for US\$59.95 at leading specialty bookstores, or directly from the publisher, Veloce Books, 011-44-1305-260068, or at [www.veloce.co.uk](http://www.veloce.co.uk)

★★★★

Reviewed by John Zimmermann

**Garage Flooring**

When considering flooring for your garage, there are a number of options: paint, epoxy, tiles, or roll-out vinyl flooring. Each has pros and cons. One that we previously had no experience with was the roll-out type.

Better Life Technology makes roll-out flooring that comes in sizes up to 10 feet by



24 feet, in a variety of colors, and in thicknesses from 55 mil to 85 mil.

After five years, the painted floor in our garage was looking pretty shabby, despite having been repainted three years ago. Installation of a section of BLT's Commercial grade (75 mil) coin-patterned flooring in Sandstone was fast and simple: You just position the roll at the edge of the area to be covered and unroll it. Used beneath either our British or Italian racecars was a test of its practicality. Both like to mark their territory with various fluids, mostly engine, transmission, and rear-end oils. After leaving dirty oil spots on the tan-colored vinyl for as long as a month, cleanup was easily accomplished with a quick wipe of a paper towel where necessary. No staining was visible. The appearance is nice, and the comfort underfoot makes standing at the work bench for long periods much more tolerable. Is it attractive? Well, my wife has added a complete covering of the garage floor to the "honey-do" list.

Available from: Better Life Technology, LLC, (913) 894-0403, [www.blittle.com](http://www.blittle.com)

★★★★

Reviewed by Norm Sippel

**Go Like Hell: Ford, Ferrari, and Their Battle for Speed and Glory at Le Mans**

By Albert Baime

My friend and former NART driver Allen Markelson recently sent me this book by Albert Baime, of whom I had never heard, because it quoted my father from the eulogy he delivered at the Ken Miles service.

When I saw the title, I thought, "I know all about this and have researched some of it in detail," but since Allen had taken the trouble to send it, I turned to the first page and started to read. Some hours later I was still reading! And on into the night!! I managed to finish it in one gulp. This is truly

the very best book about racing I have ever come across. Even though it's about real events, it reads like a novel.

I found very few mistakes, but among them was noting that Shelby's last race in 1960 was the Times Grand Prix whereas it was the Pacific Grand Prix at Laguna Seca. Probably Baime got this from Shelby's own book, *The Cobra Story*. (Shelby recently asked me to have a revised edition published with the error corrected.) Also, Baime didn't seem to know about the close relationship Carroll had with Jim Hall. Understandably, perhaps, he also left out reserve driver Ed Hugus's midnight drive at the 1965 Le Mans when he replaced Masten Gregory, whose glasses had misted due to the fog.

I learned a lot of things I didn't know, and was particularly enthralled with Baime's accounts about John Surtees, one of the few of those involved I didn't know. The goings on within the Ford and Ferrari organizations of which I was unaware were also interesting.

Miles's death in 1966 was a very personal tragedy for my family and me. Ken was a close friend and my dad's best friend. I had dinner with Ken and Mollie Miles a month or so after Le Mans. I'd heard he was quite angry about the outcome, but it wasn't his nature to brood about the past. He was optimistic about whatever the future might bring, and we had a jolly time together.

Other than the Miles debacle and tragedy, the only thing depressing about the book is its recounting the demise of so many drivers, but that's the way it was then!

Shelby and I have only discussed the Le Mans finish once, but one thing he said was, "Not a day goes by that I don't think about Ken Miles." I do appreciate the credit given Miles, and feel Baime may have a future as a novelist.

Published by Houghton-Mifflin, its available from [www.barnesandnoble.com](http://www.barnesandnoble.com) or [www.amazon.com](http://www.amazon.com).

★★★★

Reviewed by Art Evans



- ★ Not Recommended
- ★★ Moderately Useful
- ★★★ Recommended
- ★★★★ Excellent