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Phone 0732 454490

13th November 1989

Michael L. Shoen  
8202 N. W. 16th Avenue  
Vancouver  
Washington 98665  
U S A

*Coming separately*

Dear Michael,

I enclose a copy of my little book appropriately signed. I hope that you received the transparency I sent in time for inclusion in the book. Thank you also for sending the relevant section of the proofs of your book. I am most impressed and found its detail and personal nature absolutely fascinating and far more interesting to read than the majority of books of this nature - I suspect this will be true even for those less involved than I.

A small but important detail of my big race at Oulton Park for page 296 was that in addition to having no brakes and fuel, I also had worn one rear tire through to the canvas.

I talked to Alan Mann, who apologises for not replying to you, about some of the details. Of course it is the account of Bondurant's role that is most controversial. Alan is adamant that Bondurant has been misleading to say the least. He questions the times at the hill climb claiming that Ljungfeldt was considerably faster than Bob on several of the runs though in the event Ljungfeldt was under orders not to beat Bob.

Bob's very fast time at Monza was only because he was prepared to drive the banking with the tires rubbing the tops of the wheel arches. The rest of us had more sense and besides were under orders not to. The only time we were able to run the cars fast where no damage would come to them was at Spa where I was two seconds faster than Bob. Alan says that Bob's tire story at Spa was also nonsense and that he would have expected me to be about that much quicker than Bob on most circuits had we been able to run all out as Bob always did.

I resent Bob's comments about my accident at Spa. Had he been in my car, it would have been a very different story! Alan was also sceptical about the apparently large difference between Bob's and the other drivers' times at Nurburgring though he admits he can not remember fully.

Alan said that, apart from Bob's personality, a further reason for his resistance to team orders was a secret deal between him, (Bob)

Goodyear and Shelby. Goodyear was very anxious to be able to claim the series but under many circumstances the Firestone was the better tire and Alan was prepared to use them. Bob was being paid by Goodyear through Shelby to win when he could. That is Alan's story, and I can't vouch for it, but I do know that at one time Alan threatened to withdraw the cars from a race if Shelby did not stop interfering.

If it is not too late and if you wish to change anything, you would need to check directly with Alan. His phone numbers are Office (44) 276 857272 and Home (44) 794 388605.

Anyway it is all water under the bridge and what happened then can effect nothing now, but it is interesting to notice how much emotion it evokes in me when I start thinking about it even after all these years!

Good luck with the book. I very much look forward to seeing the finished product.

With very best wishes,

A handwritten signature in cursive script, appearing to be the name 'Alan', written in dark ink. The signature is positioned centrally below the typed text.