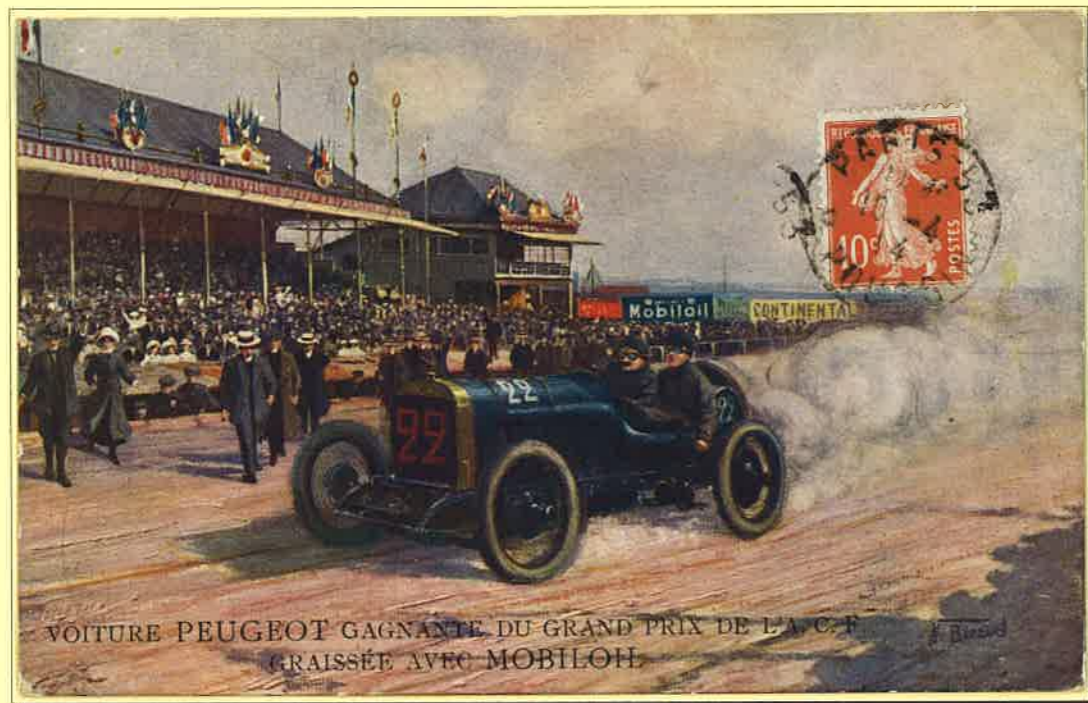


A day at the racetrack, GRAND PRIX OF ...



A day at the racetrack, Grand Prix of ...

... Before the great day can take place

Advertising for the race: nothing can be created out of nothing
Organisers: Automobile clubs and individuals organise races

06:00 - 09:00 1. Masses of spectators stream to the races. Where will the race be held?

- 1.1. On public roads and racetracks the fastest will be determined
- 1.2. City races: hunting through street canyons at high speed
- 1.3. High in the mountains: hill climbs are a special kind of challenge
- 1.4. Now you can go into the terrain: offroad races, in field, desert and ice
- 1.5. The children's room: victory on the toy racetrack

09:00 - 11:00 2. Preparations for training and racing

- 2.1. Driver's clothing and equipment - safety first
- 2.2. The marshal's parade, their flags and signals
- 2.3. Private and factory teams prepare for the great race
- 2.4. Television and press get ready for the event

... lunch break, people also needs fuel

12:00 - 13:00 3. Entry of the gladiators, the driver presentation

- 3.1. Activity at the start of the race: wild drivers in their dusty boxes
- 3.2. Pre-war pilots - the first Formula 1 race drivers
- 3.3. Playboys at the wheel, the furious and dangerous 60s and 70s
- 3.4. The modern racer; calm, sterile and faultless
- 3.5. The two greatest: Juan Manuel Fangio and Michael Schumacher

13:00 - 14:00 4. The starting grid: the result of practise times

- 4.1. Mass start: all start at the same time and place
- 4.2. Start without practise: at fixed time intervals
- 4.3. Starting grid by entry list and by drawing lots
- 4.4. Grid by qualifying session: the fastest starts from pole position
- 4.5. On the starting grid: celebrities, broly dollies and final adjustments

14:00 - 16:00 5. The highlight of the day - the race

- 5.1. Who will get the best start: a good start is half the race
- 5.2. The fight for positions, duels and overtaking manoeuvres
- 5.3. Pit stops: refueling, repairs and tire changes
- 5.4. Crahes: motorsport can be very dangerous
- 5.5. The finishing line: award ceremony - there can only be one winner

explanation of text: / this is a philatelic text
this is a thematic text



top: Richard Brasier at the start by the Gordon Bennett race in France 1905, above: scene from the Grand Prix of Monaco 1955
right: ticket for the Grand Prix of Singapore 2010

Before the great day can take place

Advertising for the race: nothing can be created out of nothing

Promoting a race can be from different sources. From newspapers, stamps, metermarks or conservative posters, you can gather the necessary information about the appropriate race.



Stamps promote the Petronas Malaysian Grand Prix in Sepang / Kuala Lumpur.



left: private printed collar, so called "Kocher"-stamp

left: Advertising in France for the Grand Prix of Milano (Monza)?



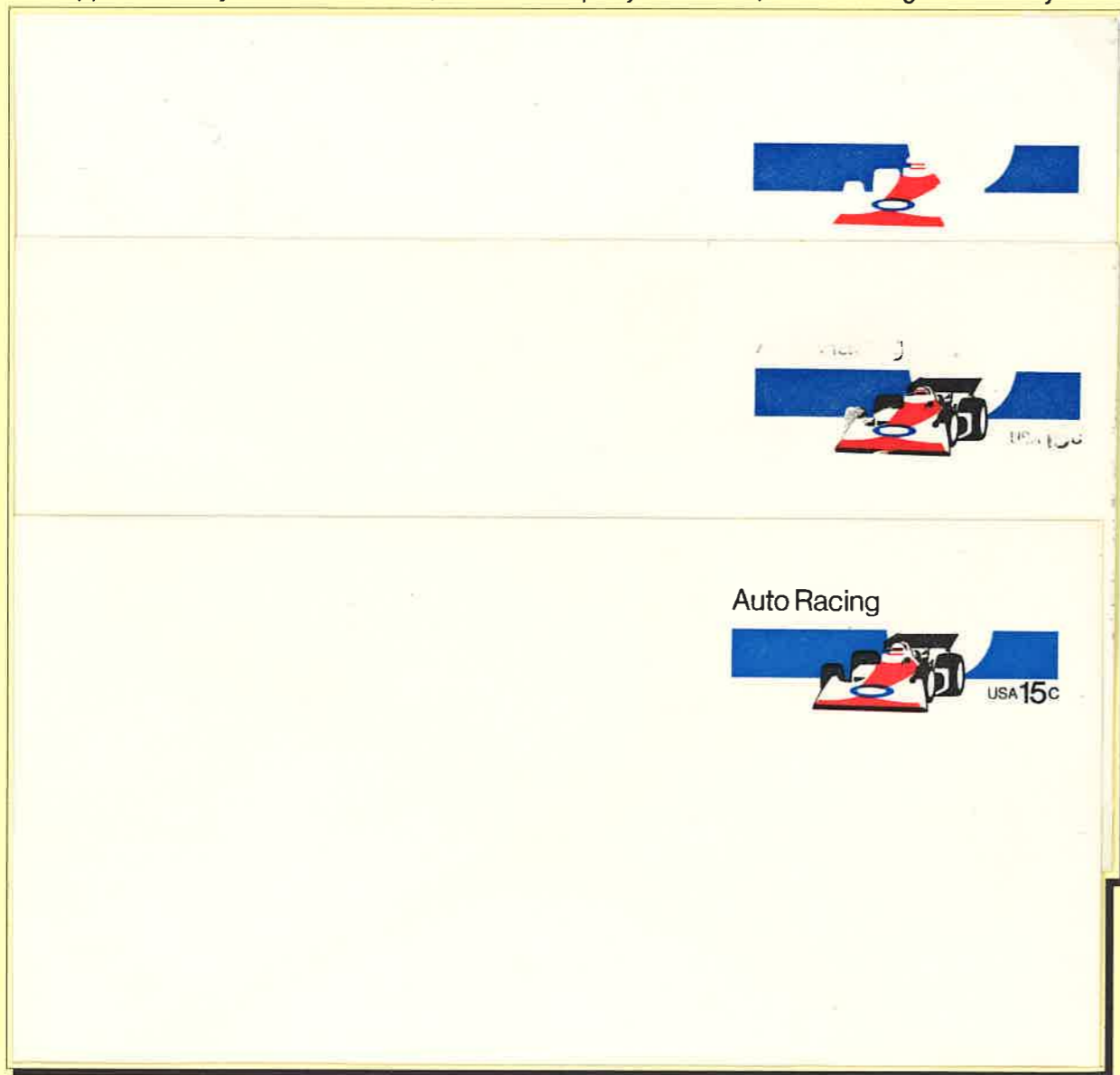
stamps with correct text



stamp with wrong text Formula instead of Forma

Dial 06 40 46 46 46 for informations to the Hungarian Grand Prix.

the upper stationery without black color, in the middle partly black color, below the original stationery



The United States Postal Service supports motor sport with faulty stationeries.

telegram from Italia model 30, 1938-XVI, below advertising cancellation for the race 1937



The Grand Prix of Tripolis was financed and promoted by the "Lotteria di Tripoli". The first prize was 3 Million Lira, with a stake of only 12 Lira.

stamps with "MUESTRA" perforation, cancellation by the Mexican postal administration



Poster for the Grand Prix of Germany 1938.

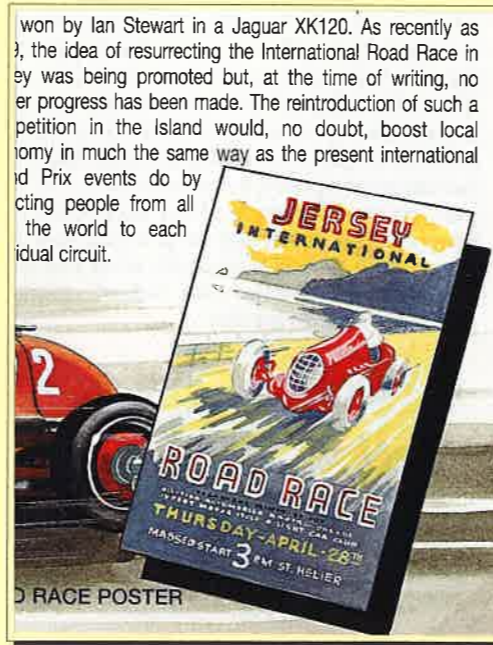


The F1 Theme Park is in Dubai a perfect promotion for the race.



Announcement for the Gran Premio de Mexico 1990.

interleaf of a Jersey booklet



Billboard and advertising for the first International Jersey Road Race 1947.

HOTEL ORMOND
ANDERSON & PRICE, MANAGERS.
ORMOND, FLORIDA.



S. R. Whiting Esq.
Whitingpulp Co.
Holyoke
Mass.

The American Automobile Association (AAA) together with the Ormond Hotel organized in 1905 international automobile races in Ormond, Daytona Beach. Three speed records were broken at this event.

Organisers: Automobile clubs and individuals organise races

The Federation Internationale de l'Automobile (FIA) is the world motorsport governing body. It facilitates the hosting of the races through national organisations. The Automobil Club de Monaco (ACM) organises the annual Grand Prix and the Rallye Monte-Carlo.



Formula 1, rally and vintage car races are supervised the FIA.



Gas driven automobiles were banned by the FIA-congress 1968 from all competitions.



FIA celebrated 70 years of his exists at the congress in Sofia 1974.



Antony Noghes as General Commissioner of the ACM and ...

Automobile Club de Monaco ACM



... Louis Chiron as an active racer ...



... were the main organizers from the first Grand Prix of Monaco.



The F1 FORMULA 1 logo, FORMULA 1, MAGYAR NAGYDÍJ and related marks are trade marks of Formula One Licensing BV, a Formula One group company. All rights reserved.

Caution is required by advertising with the Formula 1-logo. The Federation Internationale de l'Automobile has the rights for this and calls for them.



The Automobile Club of Egypt celebrates his anniversary with the FIA-emblem.



Boulevard Albert 1er Monaco, office adress of the Automobile Club de Monaco.

the black print offers better cliches in press releases



Bernie Ecclestone was driver, mechanics, manager and and promoter. He finally ...

Tilke
Ingenieure und Architekten
Tilke GmbH & Co. KG
Krieffelder Straße 147
D-52070 Aachen

Deutsche Post
FRANKIT 0,75 EUR
25.11.14 1D16000702
Brief P.P./PRIORITY

Hermann Tilke plans and develops Formula 1 race tracks with his company Tilke GmbH & Co. KG.



... sold the comercial rights for Formula 1 to Liberty Media 2017.



Formula E is a class of auto racing that uses only electric-powered cars.



8-9.10.2016

2016 國際汽聯電動方程式賽車錦標賽 - 香港站
2016 FIA Formula E Hong Kong ePrix

Sebastien Buemi won on Renault Z.E.16 the first Formula E race in Hong Kong 2016.

Organisers: Automobile clubs and individuals organise races

Automobile clubs were the first organizers of most motorsport events. In France the ACF, in Germany the AvD, in England the RAC and in the United States of America the AAA undertook the licence for races.

artist die proofs (Epreuve d'etat) are deducted from the original printing tool, they are made by the artist during his work to check the final issue, this not issued proof wears the signature of the engraver FORGET, only 10 to 15 pieces could be produced



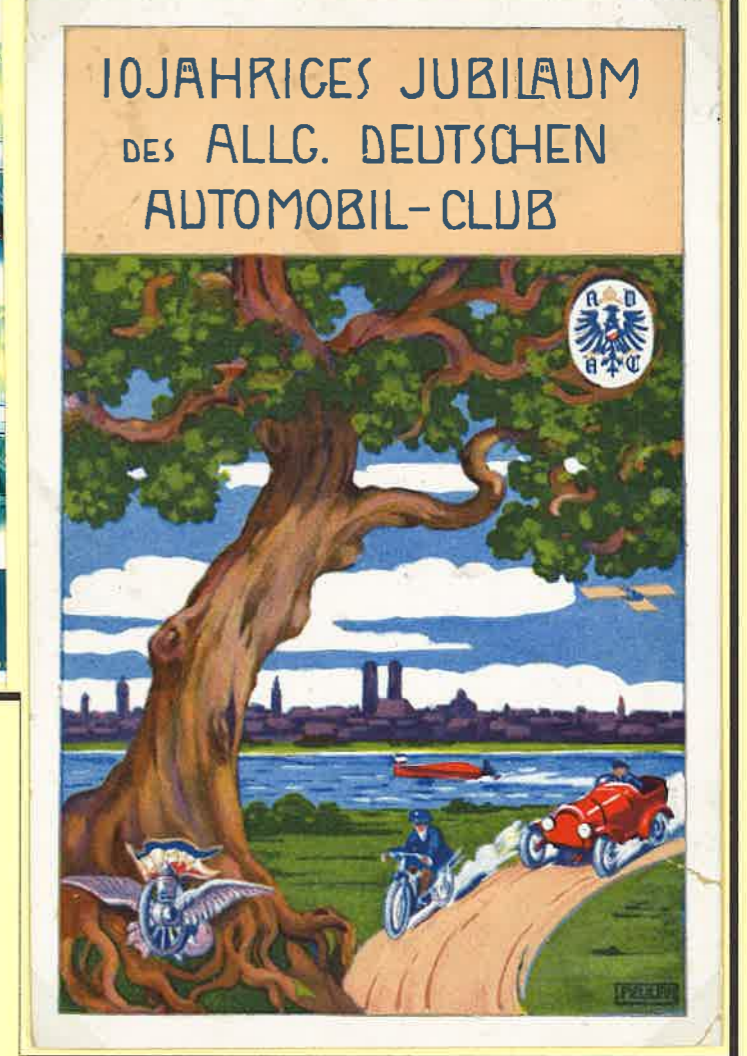
left: The Automobile Club de France ACF, founded by Marquis Albert de Dion had a own car factory.



small sheet, the yellow color and the perforation have been shifted



in Bavaria the imprinted value mark on stationeries ordered by private citizens was smaller (17x22mm) than on official stationeries (19,5x25mm), this stationery was ordered privately,



Compliance with the rules was monitored by the Automobilclub von Deutschland (AvD) as organizer at the Gordon Bennet race in 1904.

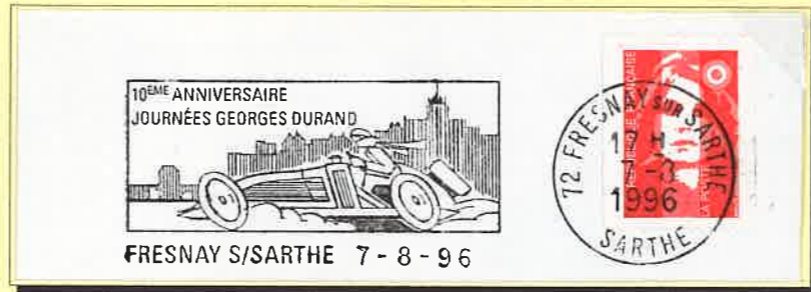
American Automobile Association - company perfin (AAA) on the stamp



The American Automobile Association AAA, established 1902 from the millionaire William Kissam Vanderbilt, was responsible until 1955 for all motosport races in the United States.



left: USPO (United States Postal Office) publicity photo, these photos were used for the announcement of new issues to the press, these photos don't n always match the later issued stamps



Georges Durand was the driving force behind the first ever Grand Prix.



The building for the ACF at Place de la Concorde in Paris.



The Royal Automobile Club RAC from England, founded 1897 in London, became the governing body for motor sport in Britain.

registered letter with date stamp from the Royal Automobile Club / S.W. in England



1. Masses of spectators stream to the races. Where will the race be held?

Whether on permanent stands, on open fields at camping sites or in VIP-clubs; spectators attend the races in masses equipped for the event. Everyone should experience the atmosphere live at the track at Formula-1 races.



Stirling Moss wrote after his career the book "How to Watch Motor Racing", the basis for all viewers.



Fans have to be properly equipped, no problem for Michael Schumacher's fans.



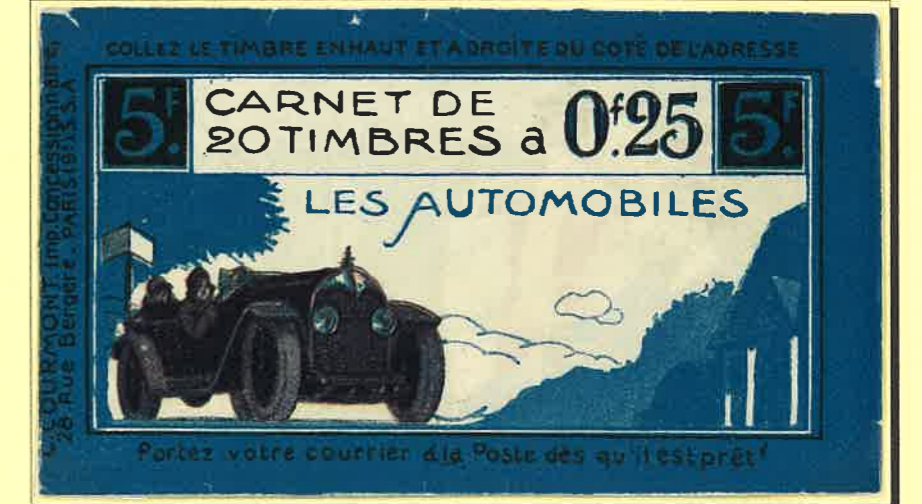
Perfect equipped for the event faces painted in the national colors, with binoculars and hearing protectors.



/non-perforated stamp



/the postal administration decided in 1921 to print advertising on the covers of booklets, a private entrepreneur in Paris named Carlo Courmont got the concession to do this, the booklet was a draft, printed only for advertising purposes, the idea was to show interested companies how to advertise with this new product, this kind of booklet was never issued and contained no stamps, the booklet is registered under the number E17 in the catalogue and bears the serial number "SSA" (Special Series A), only known piece, unique



Even the spectators came with sports cars to watch the races.



/stamp coated with red granite powder from road surface of the race track



Every spectator gets in Åland a part of the race track for home.



Very dangerous, to close to the track and without safety barriers.



Real race fever; together with thousands on the...



/non-perforated stamp



... on the grandstand and direct at the race track.

After the race storm the euphoric Ferraristi the Autodromo Enzo e Dino Ferrari in Imola to celebrate the victory for Ferrari.

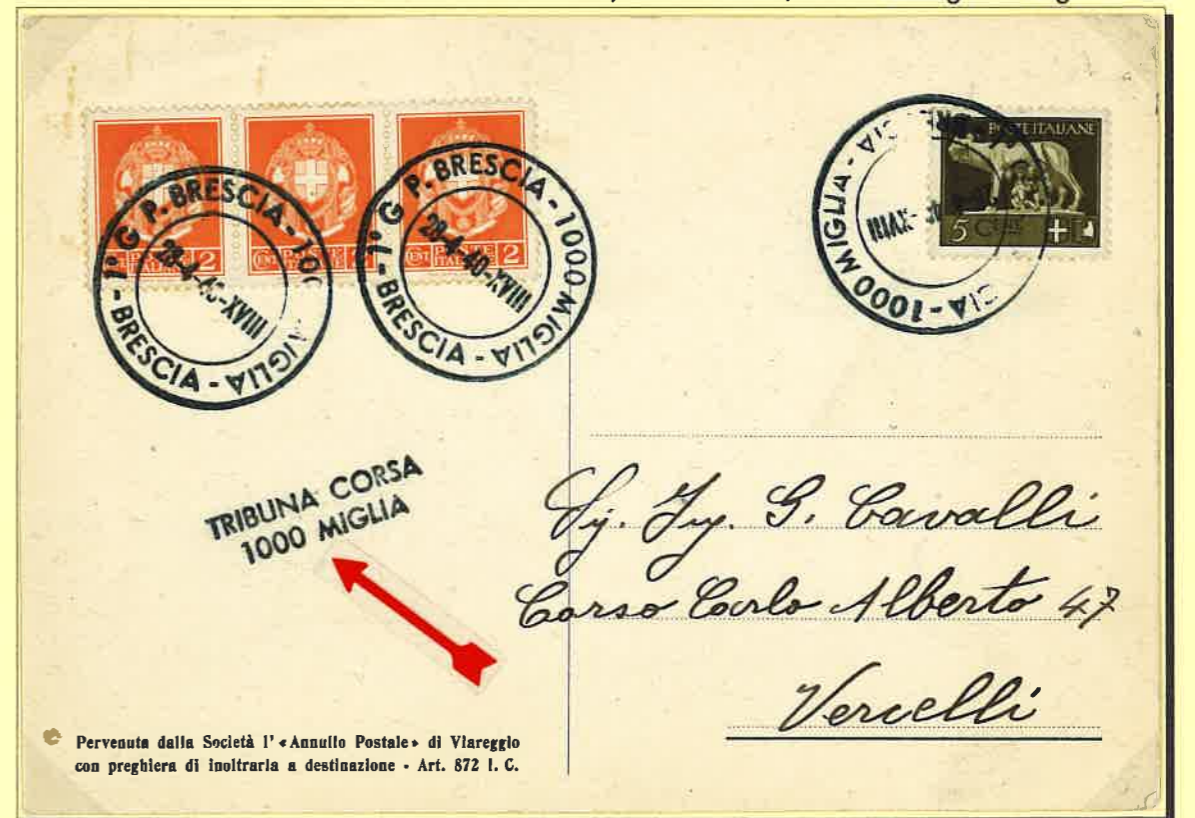


Humans and animals are protected only with a simple wooden fence.



Years later steel crash barriers ensure better safety.

left: Lot of spectators sitting at the grandstand watching the Grand Prix of Argentina.



/special cancellation for the 1st Grand Prix of Brescia, at the same time also the Mille Miglia in 1940, very rare additional cancel "TRIBUNA CORSA 1000 MIGLIA", number LIN2 5/1940 in catalog from Guglielminetti

The very best view is from the grandstand (TRIBUNA CORSA). As bonus gets the viewer, if he wants, a special cancellation for the race as a reminder.



1.1. On public roads and racetracks the fastest will be determined
1.1.1 City to city races on county roads, for viewers dangerous and boring

The first race was run in the United States between the cities of Chicago and Evanston in 1895 over 80 kilometres. The weather was very bad. Because of snow, mud and rain, not many spectators watched the race.

original stamp stamp with shifted perforation

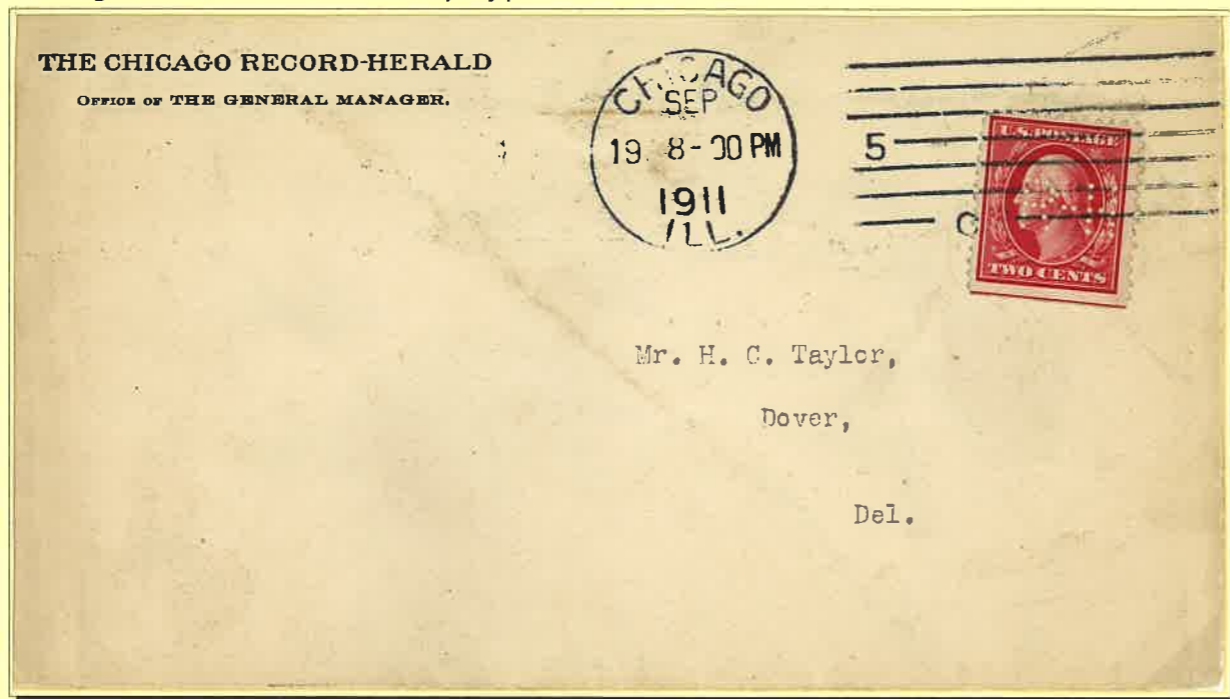


precancellation Start and finish was in front of the Museum of Science and Industry in Chicago.

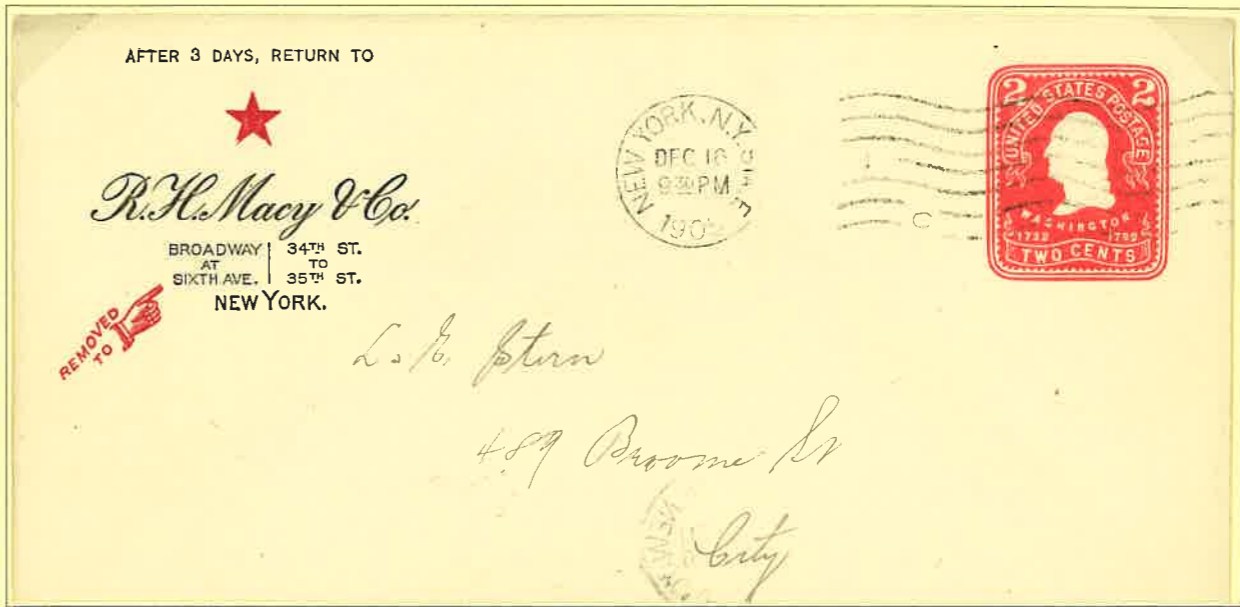


Reversal point was the city of Evanston, Illinois.

Chicago Record-Herald-tribune - company perfin



left:
The race was organized and sponsored by the newspaper Chicago Times-Herald, which in 1905 had been renamed Chicago Record-Herald.



R.H. Macy & Co department store in New York sponsored one of the two started Benz-cars. The store also donated a honorary award for "Best showing made in road race".

test sheet "old automobiles" with value inscription 00, non-perforated, the names of the automobiles are in different places (compare with the strip right) only known complete sheet, unique item



Charles Duryea drove a self-constructed car (arrow) and finished the race first, completing the race after 7 hours and 53 minutes running time.



Second position for a imported Mueller-Benz.



The Grand Prize of the Automobile Club of America took place 1908 at Savannah. Louis Wagner won the race in his Fiat.

original strip



horizontal perforation error



Elwood Haynes' car, which was a favorite to win the race, was damaged en route and unable to compete.



At the start with number 5, Frank Duryea (left) at the wheel and Arthur White as referee.

1.1.1 City to city races on county roads, for viewers dangerous and boring

The Gordon Bennett Trophy was started in Paris on 27th June 1902 with Innsbruck as its destination. The course was challenging on bad and barely secure roads over the Arlberg Pass. Most of the spectators only followed the race in the cities.

non-perforated specimen stamp



Marcel Renault drove doggedly to victory in the overall class. But he started only in the voiturette class and had therefore a power disadvantage at his Renault 14CV.

stamp with missing silver-print (Renault emblem)



specimen stamp



Franz Ullmann took only the 31th place on a Decauville.

imperf die proof with the corrections from the United Nations Postal Administration

original stamp



Earl William Eliot Zborowski attained on ...

stamp with to the right shifted car



... his 40 hp Mercedes the fourth position.

DIE PROOF APPROVED WITH CORRECTIONS
U. N. POSTAL ADMINISTRATION

The House of Questa Limited
Parkhouse Street London SE5 7TP
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Cables Questa London SE5



NAŠE HISTORICKÉ ZÁVODNÍ AUTOMOBILY

10 kusů
à 2 Kč

20 Kč

left: Czech booklet, below stamp from this booklet



"Nesselsdorfer Wagenbau Rennzweier" won at the race the speed event.

specimen stationery

100 ans DU SALON INTERNATIONAL DE L'AUTOMOBILE DE BRUXELLES

100 jaar INTERNATIONALE AUTOMOBIELSALONS VAN BRUSSEL

LAHOY Marie-Christine
Avenue du Bas du Roy
7800 ATH

BEI ATI

The audience holds its breath; Rene de Knyff retired while clearly leading the race only 40 kilometer before the finish line on his Panhard & Levassor.

advertising letter Spain, 15 Centavos purple, Alfonso XIII (as cadet), issued from January 1904, approval number 32.336, Laiz catalog number 159, 70% copy, the original is included on the back side

Santos Hermanos

MADRID. — Arenal, 22. — MADRID

Automóviles Richard

Bicicletas Clement

LAS MARCAS MÁS REPUTADAS Y MEJORES

Accesorios de todas clases.

Total six Clement cars were at the start in Paris. Henri Tart was the best one at the finish line, but only on 13th position. Not so good advertising for company Clement

left: J. Edmond reached the third place in his Darracq (see left column).



1.1.2 First races on circuit, but still on public roads



The Gordon Bennett Cup 1903 was a motor race held on the Athy Circuit. As the race was held on public roads, and the ordinary public had not yet come to realise the danger posed by the powerful competing vehicles, barricades were erected to protect spectators.

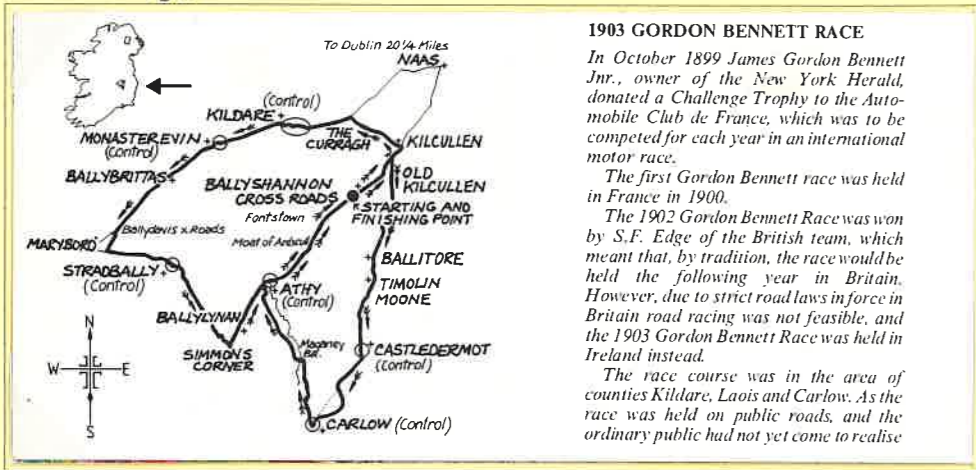
GERMANY

UNITED STATES

GREAT BRITAIN

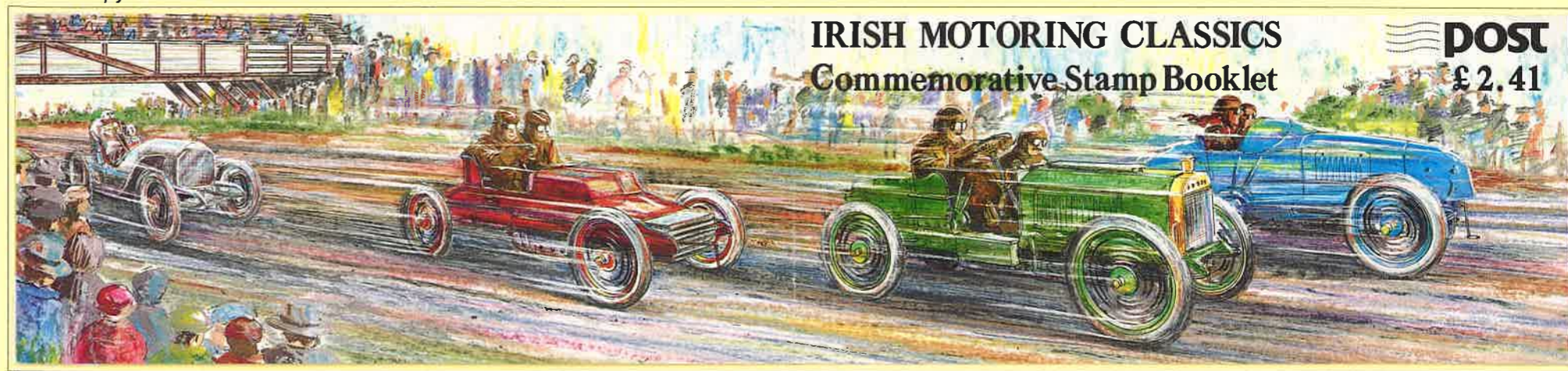
FRANCE

interleaf of right booklet



1903 GORDON BENNETT RACE
 In October 1899 James Gordon Bennett Jr., owner of the New York Herald, donated a Challenge Trophy to the Automobile Club de France, which was to be competed for each year in an international motor race.
 The first Gordon Bennett race was held in France in 1900.
 The 1902 Gordon Bennett Race was won by S.F. Edge of the British team, which meant that, by tradition, the race would be held the following year in Britain. However, due to strict road laws in force in Britain road racing was not feasible, and the 1903 Gordon Bennett Race was held in Ireland instead.
 The race course was in the area of counties Kildare, Laois and Carlow. As the race was held on public roads, and the ordinary public had not yet come to realise

70 % copy of the front side from the booklet



IRISH MOTORING CLASSICS
 Commemorative Stamp Booklet

POST
 £ 2.41

Due to strict road laws (Red Flag Act) in force in Britain road racing was not feasible, and the race was held in Ireland instead. The eastern race course had to be driven three times, the western four times; the total distance was 527 km.

Masses of spectators flocked to the race course and observed tenseley the race. The race course was in the area of counties Kildare, Laois and Carlow, center city was Athy.

interleaf of right booklet



The "Red Flag Act" contained draconic restrictions and speed limits, as well as requiring a man carrying a red flag to walk in front of road vehicles.

Panhard & Levassor - company perfin P. L. at the stamp, number P.L. 95 in ANCOPIER catalog



Only position two (Rene de Knyff) and three (Henri Farman) for the blue Panhards from France.



White cars for Germany, winner Camille Jenatzy on a Mercedes Simplex. Germany was therefore organizer of the 1904 race.

Red color for America; two Winton and one Peerless ...

British Racing Green for Selwyn Edge's Napier; he was ...

France got the blue color; Fernand Gabriel reached ...

original stamp with logo

stamp without logo

the black print offers better cliches in press releases

black print

black print

The victorious 60 hp Mercedes was equipped with the by Robert Bosch newly developed magneto ignition.

... started but didn't crossed the finish line.

... disqualified because of forbidden push-start in the box.

... the finish line in his Mors in fourth position.

special cancellation was available with distinguishing marks a, b, with 2 stars and without distinguishing marks



The special cancellation was used 1904 by a mobile post office behind the grandstand.



The start of Alexander Winton watched only a few spectators. He drove a self-built Winton Bullet.

This was the first race in which the cars of the participating countries were painted in the national team colors. Ferris as Italian team use the Italian red till today.

fancy cancel, St. Patrick's Day 1932



As a compliment to Ireland the British team choose to race in Shamrock green, which thus became known as British Racing Green.

1.1.3 Races on special built, permanent racetracks

Former military aerodromes in England were used as racetracks. The runways were connected with a few curves and thus racetracks at Silverstone and Aintree were ready for racing.



Classic English racetracks are nowadays Silverstone and Brands Hatch. Left Jim Clark winner in Silverstone 1963, right John Surtess winner in Brands Hatch 1964.



The whole world joins in. Modern racing takes place on closed circuits. The most important characteristics are an asphalted track, corners with sufficient run-off areas and a purpose-built grandstand.



The GP of Azerbaijan was driven 2016 as Grand Prix of Europe in Baku.



The GP of Mexico takes place on the 4421 m long Autodromo Ricardo y Pedro Rodriguez.



A street circuit built around Olympic Park in Sochi is venue of the Russian GP.

the cancellation "MOBILE POST OFFICE 2" was used in a mobile post office during the Grand Prix 1954



DR. ALLAN HAUCK
POST OFFICE BOX 404
DUBURN, INDIANA,
UNITED STATES OF AMERICA



Reg Parnell won on Ferrari 625 in Goodwood 1954 ...



... ahead of Roy Salvadori on Maserati 250F.

Whether at the Black Sea, in South America, in Asia or in Russia. The whole world is part of the Formula 1 family.

top: with missing day in the third row, middle: all three rows in the circle are missing, below: the date in the second row is upside down



The Autodromo Nacional was inaugurated with the first race 1952. The race track was situated 20 kilometres west from Montevideo.



left: Phil Hill led Ferrari to a triple victory in Aintree 1961.

stamp with inverted center-piece

original stamp



The Cooper Climax T53 driven by Jack Brabham crossed the finish line 1961 on position four.



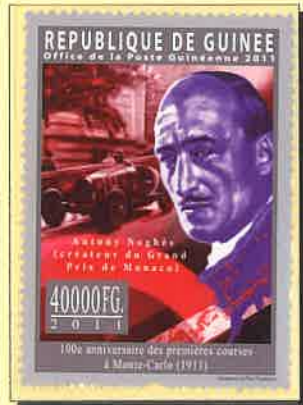
First place for Juan Manuel Fangio (right) in his Ferrari 166 FL and second place for Froilan Gonzales (above) in his Ferrari 375 by the Montevideo race in 1952.

original stamp from sheetlet



1.2 City races, hunting through street canyons at high speed

The characteristics of races on city circuits are always driving near crash barriers, close contact to spectators and less velocity. It is always very difficult to overtake and therefore important to get a good starting position from qualification during practice.



Anthony Noghes, general commissioner of ACM, convinced prince Luis II for his idea for the first Grand Prix of Monaco 1929.



Marc Webber in the slowest part of all Formula 1 courses, the Loews-bend.

color plate proof with prin- ...



The race will be driven on a 3,34 km long city circuit between the districts of Monte Carlo and La Condamine.



... ted machine counting number, with pencil description of the color with abbreviation



Formula 1 watching from the Jacuzzi, possible only in Monaco in the swimming pool turn.



Many viewers watched the Bentley driving through the Rascasse bend.

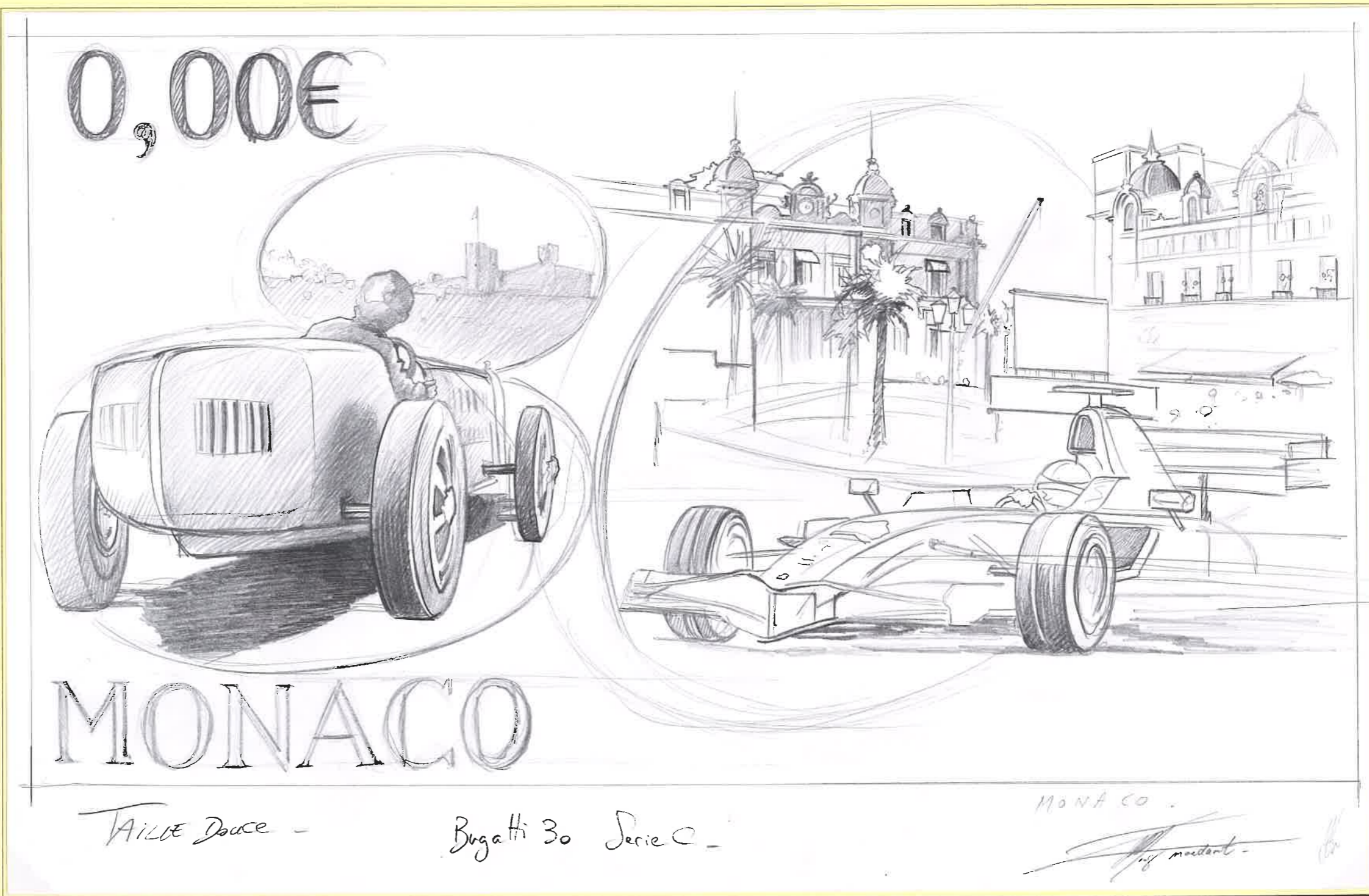


As Nelson Piquet famously said: "Driving a Grand Prix car at Monaco is like flying a helicopter in your living room".



William Grover-Williams drove on a "green" (for England) Bugatti T35B between the points of interest of the city to victory 1929.

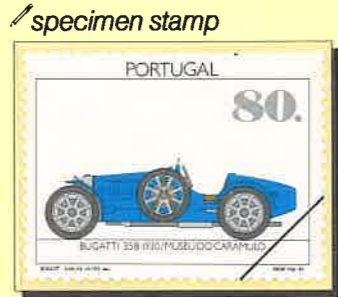
right: design draft for the special issue stamp "1929-2009 Grand Prix Automobile" from Thierry Mondante, but the draft wasn't used for the later issued stamp, see left the issued stamp





1.2 City races, hunting through street canyons at high speed

Whether in Belgrade, Brno or Nice, city races were very popular with spectators. These races were however very dangerous and most of them ceased after a few bad accidents. Monaco is the only classic street race to date.



Bosko Milenkovic was the only private driver; in an old Bugatti T31 fourth and last place.



non-perforated stamp for members of parliament and senators (500 pieces issued)



stamp with shifted brown color



original stamp

Mauritania UPU archive receiving authority specimens, all in strips of three, each stamp overprinted SPECIMEN type D12 in the usual manner for the UPU, sent from UPU in Bern to the Mauritania Post Office where they were affixed to the ledger page tied by the Mauritania handstamp "SPECIMEN / COLLECTION / MAURITANIE" in red-purple, unique piece



SPECIMEN COLLECTION MAURETANIE

After the withdrawal of Alfa Romeo and Maserati remained as factory teams only Auto Union with the D-type and Mercedes-Benz with the W154.

non-perforated stamps without gum from the so called "minister album", a few non-perforated blocks of four were printed in original color, these stamps can be identified by the thicker border around the stamp, very rare



As the World War II began two days prior to the race, it is the only GP race held during the war.

left: Error, there was no motorcycle race in Belgrade.

left: In the 2-liter class started only BMW 328 cars at the race 1938 in Hamburg, eight times victory for BMW!

The track in Kalemegdan Park of Belgrade was considered a challenging one, as it had a hilly section, partially was made of cobblestone and intersected with the tram tracks.



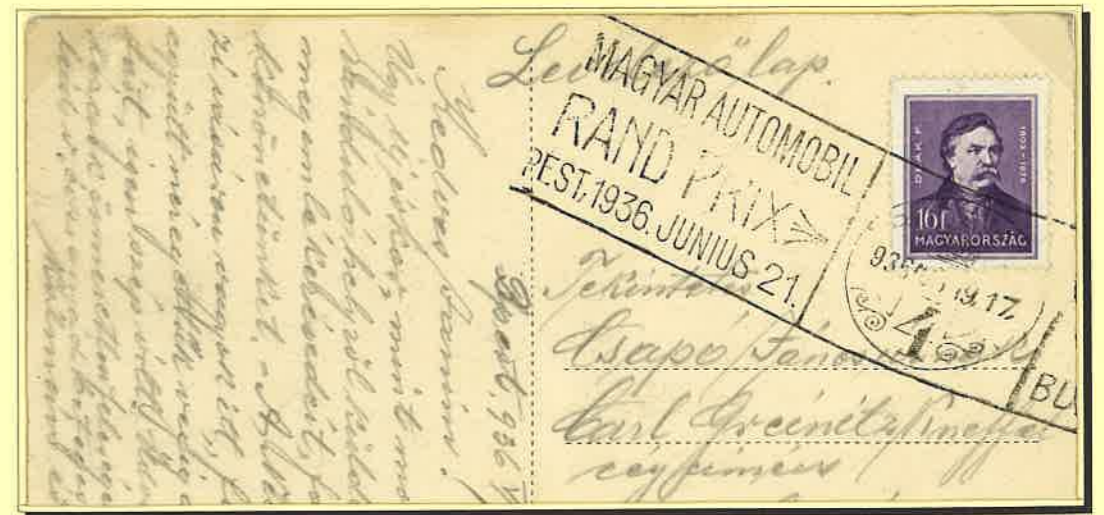
The street course in Nice followed the best known roads in the famous holiday resort, up and down the Promenade des Anglaise, the Avenue Verdun and around the Place Massena.



One-two victory for Mercedes-Benz on Masaryk (named after president) city course 1937 in Brno. It was the last race because several spectators were killed when Hermann Lang skidded off the track.



In the Hamburg city park were held from 1934 onwards motorsport events on a non-permanent circuit.

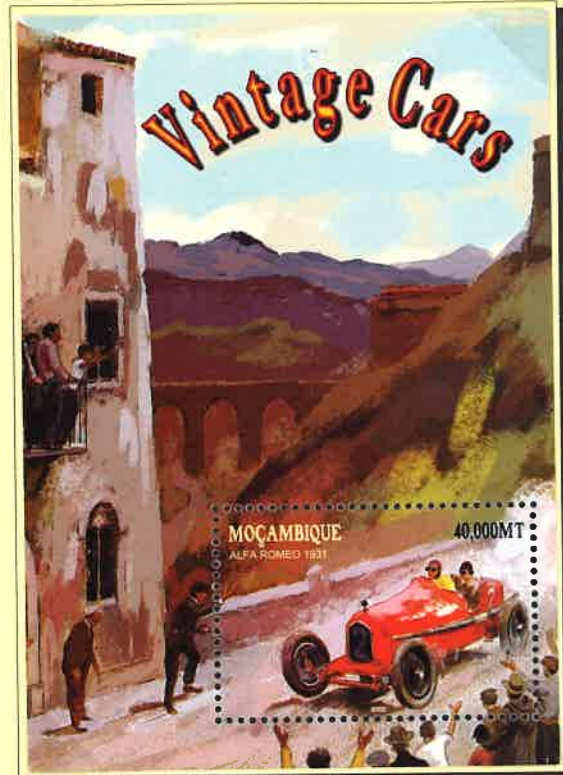


The Grand Prix from Budapest 1936 was driven on a 5 kilometres course within the Budapest Public Nepliget park, winner was Tazio Nuvolari on his Alfa Romeo.



1.3. High in the mountains: hill climbs are a special kind of challenge

The Coppa Florio was run for the first time in 1900 under the name, Coppa Brescia, as a circuit race. Since 1914 this event has always been run together with the Targa Florio in the Sicilian mountains. The "Targa" has one lap more than the "Coppa".



Silician spectators want to cheer Alfa Romeo to victory in the Targa Florio.

original stamp



Felice Nazzaro finished the race third in 1905 and won the race in 1908 in his Fiat.

stamp with missing inscription "Fiat 1905"



The Coppa Florio was driven in 1908 on a circuit near the city of Bologna, winner was Felice Nazzaro on Fiat.



Vincenzo Florio donated 50 000 Lira for a trophy. As a thank-you was renamed the race to Coppa Florio (before Coppa Brescia).

The race from 1905, the first real Coppa Florio.



As of 1912 the race was driven on the circuito della Madonie on various routes.



Vincenzo Lancia on his Fiat 75 hp was the first winner on an Italian car at the Coppa Brescia 1904.



Arthur Duray reached on a de Dietrich 24/28 the 2nd place.

enlargement of the special cancellation on the right card, in Guglielminetti catalog listed under number DCLR 1/1908,



Ferdinando Minoia won on a Isotta-Fraschini the race in 1907.

After a one-year break, 1907 the second Coppa Florio.

additional non-postal cancellation to the race in 1907

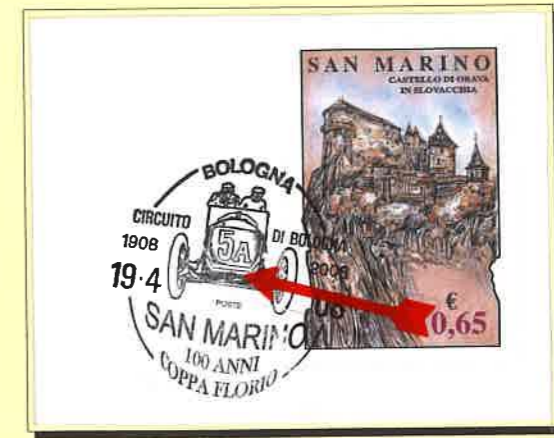


The only Coppa Florio outside of Italy, 1927 in France.

gutter pair, upside down



6th place for Andre Dubonnet in his Hispano Suiza H6C at the Targo Florio 1924.



left: error in special cancellation, the car with start number 5A won in 1907

The second Isotta-Fraschini with Vincenzo Trucco at the wheel reached the 4th place.

special cancellation to the race in 1907



The winner had to drive eight laps, with a total distance of 301 kilometers, at the Circuito di Brescia.

original stamp



stamp with plate flaw in the numbers "37"



Up to 1500mm³ and overall the fastest time for Louis Sabipa on a Bugatti 37.



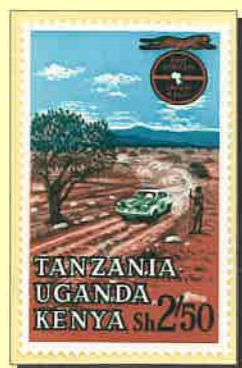
The Coupe (Coppa) Florio was driven 1927, as a honour for the Peugeot victory in 1925, as an exception in France near the city of Saint-Brieuc.

1.4 Now you can go into the terrain: offroad races, in field, desert and ice

Big car manufacturers want to demonstrate the reliability of their cars in long distance events. The GAZ factory choose the Karakorum mountains in Central Asia. Citroen cars competed in Africa from the North to the South and through the Sahara.



People and animals in the deserts of Asia and ...



... Africa look a little surprised offroad races.



Citroen B2 half-track vehicle almost alone in the Sahara desert.



Two open GAZ-A cars, ...
... two GAZ-M1 limousines and ...
... two 1,5 tons pickup trucks GAZ-AA (MM) ...
... were the participants at the long distance Karakorum event.



the letters of the Raid Noire were cancelled with the 28 mm date stamp "Poste Transsaharienne Automobile", the date was December 17, 1922, the day of departure in Touggourt



Citroen tested their vehicles at the so-called "Raid Noire" (black trip), a crossing of the Sahara from Touggourt to Timbuktu.

the letter shows the special cancellation of the long distance race Gorky to Karakorum, it was cancelled on the back with the date stamp of every city, which was driven through, the copy of the back (70% reduced in size) shows the local date stamps of the cities on the route, only known piece, unique



On the 2nd of June 1936 started the 12300 kilometres long distance drive Gorki - Karakorum. The event was organized by the national sports association "Dynamo". The participating cars were two M1 limousines, 2 open GAZ-A, 2 Pickups and a GAZ-4-A test car. The drivers reached after 51 days the city of Karakorum in the Pamir-mountains, the daily distance was average 240 kilometres.

Заказное
Москва, 9"
ул. Коминтерна 4/7 кв. 35
М.П. Милькин



1.4 Now you can go into the terrain: offroad races, in field, desert and ice

Pictures and descriptions of compulsory check points were distributed to the participating teams. The driver and his navigator had to find these points and arrive there in the fastest possible time.

red-carmin color



The Horch 853A was one of the most versatile cars ...

red color



... and was tested especial in offroad use.

black-green color



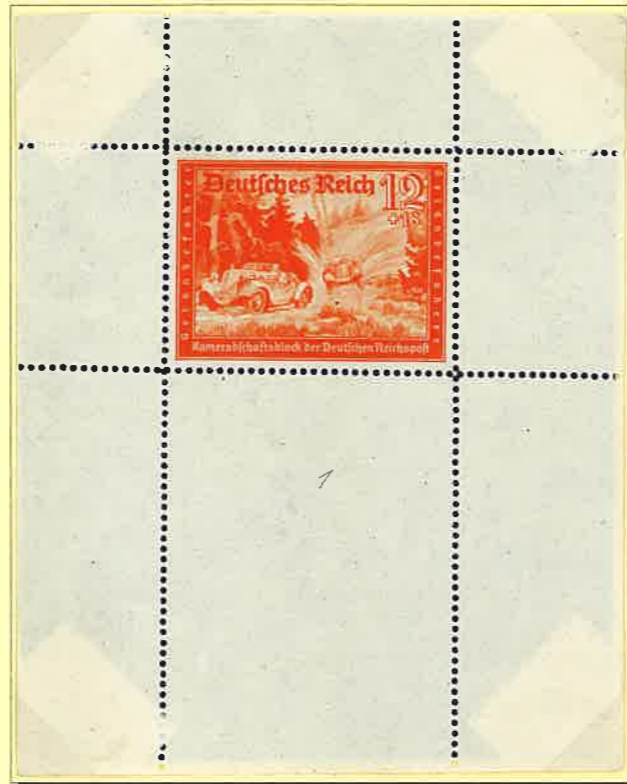
An independent suspension and a double- ...

plate flaw in R

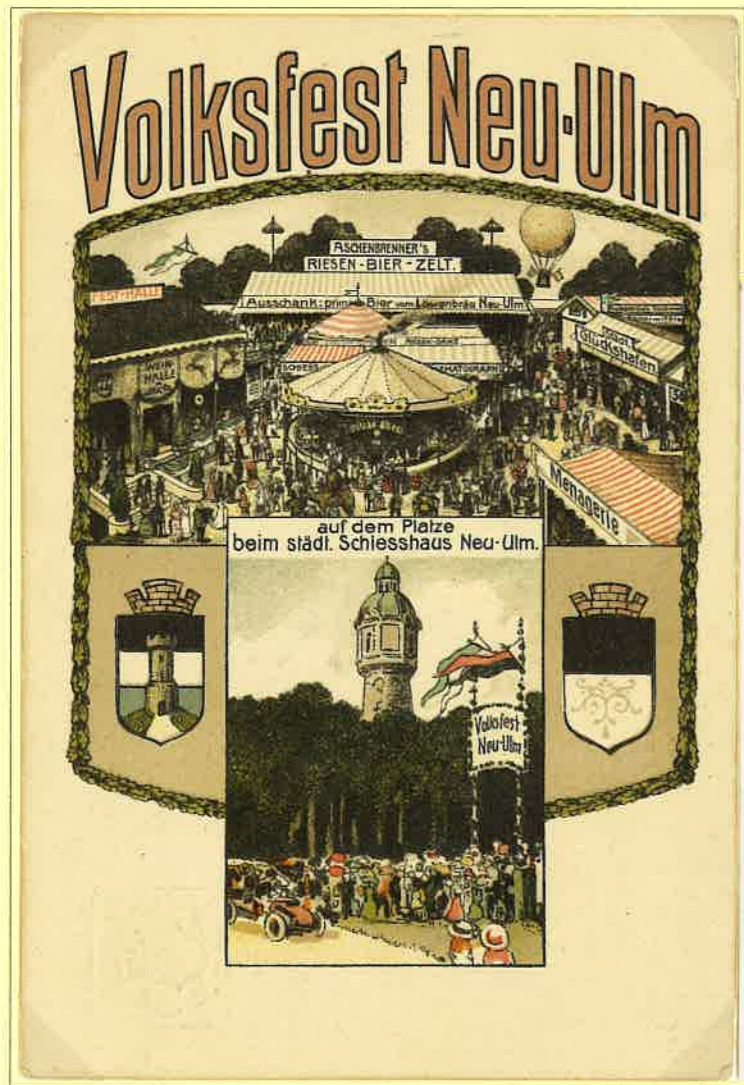


... joint drive shaft offers great advantages.

color plate proof in cinnabar-red color, handwritten addition "1", the uneven corner tooth was caused by line perforation (e)



stationeries printed on private order had in Bavaria the postage stamp impression in smaller size (17x22mm) as on official postal stationeries (19,5x25mm), 70 % copy of the front side



The audience was entertained at folk festivals with car races.

All cars were allowed to take part in balloon / car chases. It was compulsory to meet before the start a meeting. The maximum distance was limited to 100 kilometres. Whoever found the landing place first was the winner of the competition. Mail which was cancelled with a special cancellation was transported with these balloons.



A race in which the car with the lowest consumption was the winner was organized in the United States in 1925 between Los Angeles and Yosemite. Only direct production-line cars from the salesroom were allowed to participate.

advertising letter Spain 1925, series XXVII, the edition was 5 000 pieces, the stationery was sold because of the advertisements for only 10 Centavos, issued by the company L.C.A. (La Carta Anunciadora), very rare



Balloon / car chase in Hungary in 1904. The car reached the balloon 15 minutes after landing.

non-perforated specimen stamp



Mercedes SSK's were often used at cross country drives.

Advertisement for Gerona 1925 fairs and Flint 5 Star Touring cars, including various stamps and logos.

The Flint 5 Star Touring reached three of the four first places at the race in 1925.

2. Preparations for training and racing
2.1. Driver's clothing and equipment - safety first

For the first races, because of the already open cars, drivers wore weatherproof clothing made of leather. As time passed the cars were closed and drivers' clothing became lighter, so saving weight.



Rudolf Carracciola with a thin, light overall with hood and protective glasses.



Helmets and dust goggles were the safety equipment of the 50s.



the black print offers better cliches in press releases



Niki Lauda weared at his fire accident a non rule-consistant, modified AGV-helmet. The manufacturer had to pay him a high amount of money as compensation.



left: complained and therefore not issued stamp in brownish red color



original stamp

specimen stamps with small eagle heads, 10 000 of these stamps were distributed to the organizers, who have initiated the stamps by the postal administration



Modern carbon full visor helmet with tearoffs.



Safety helmets are obligatory since Indianapolis 1935.

because of inflation (1923-1926) become these stamps worthless, companies overprinted the stamps and used them for advertising



Continental raincoats and sportswear for all weather conditions.



Fireproof gloves must be worn during the whole race.



Earplugs with radio connection serves for communication with the box.



missing black color

The race was finished even without checkered flag (right).



Modern Formula 1 helmet from Jacques Villeneuve without the obligatory advertisings.

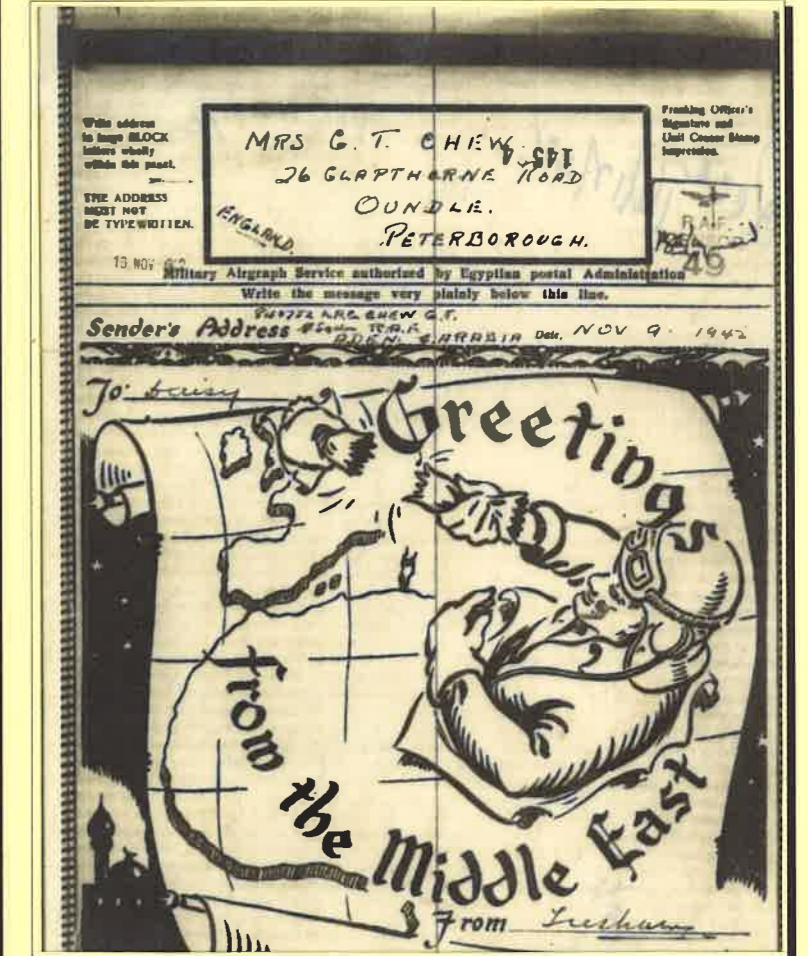
Grand Prix was a race of mixed emotions for Jenson Button driving for Vodafone McLaren Mercedes. Finishing in 6th place he said "I still feel like I had a good race."



Jenson Button pull his fireproof mask over his head. The extended neck part will be integrated into the race suit.



weight problems with the field post led to the introduction of V...- (Victory)-mails (USA) and Airgraphs (England), Eastman-Kodak developed a micro film process for reducing the mail on a film, 1600-1700 messages on one role of 30,4 m, with a weight of only 142 grams



A leather hood over head and shoulders, protective glasses, gloves and a leather coat, and ready is the race driver.

Ne jetez pas cette enveloppe, elle vaut **cinq francs**

CADEAU Il est expédié franco contre **5 frs.** en timbres-poste

UN STYLO avec les CATALOGUES

VÊTEMENTS - CAMPING SPORTS D'HIVER

avec un BON Remboursable de **5 FR**

CUIR FOURRÉS

GILETS MOUTONS

CANADIENNES FOURRÉES **159 fr.**

BOTTES CAOUTCHOUC

BOTTES et CHAUSSURES DU "MARAIS"

VÊTEMENTS DE SPORTS

WETLESS et NIVÔSE

CUIR FOURRÉS

BLOUSONS

CANADIENNES FOURRÉES **175 frs.**

Publicité B. E. P., 41, Avenue des Ternes - PARIS (XVII^e)

French postal check cover, 70% copy of the front side

The "Motorist" is always well-equipped with a weather-resistant leather coat with broad revers and a belt.

2.2. The marshals' parade, their flags and signals

The marshals have one of the most important functions. They have to show flags and electronic signals in dangerous situations, for no overtaking, oil on the track and many other unsafe occurrences.



Start and race.

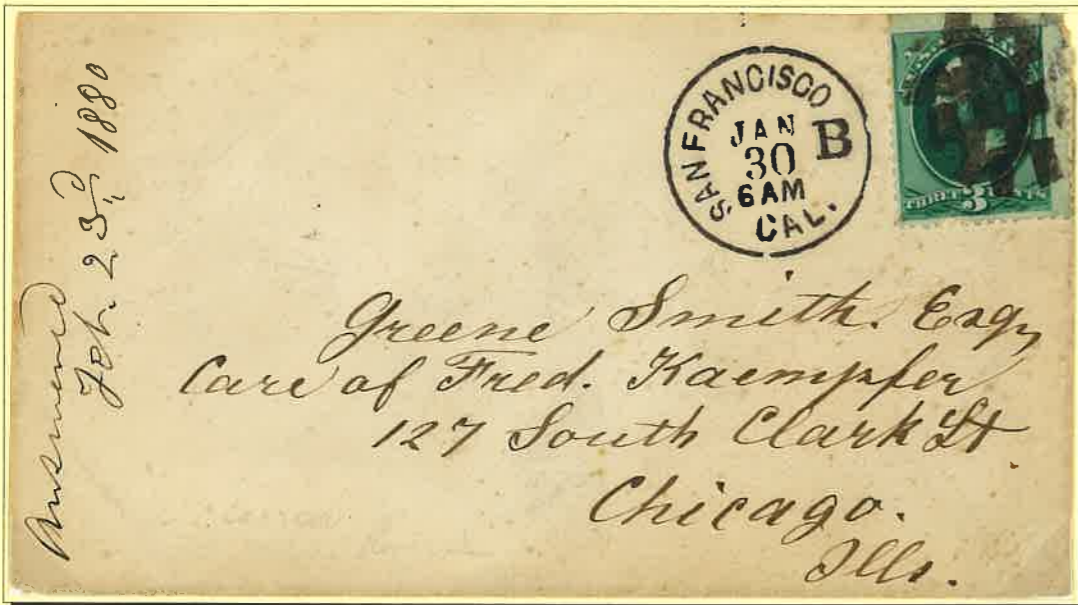
The race was launched with the national (in special cancellation Swiss) flag.

gutter pairs result by separation of two printing sheets



- green: all clear, free drive
- blue: let overtake
- red - yellow striped: slippery track surface
- black with orange circle: mechanical problem
- yellow: danger on the track
- all clear, free drive: black and car number
- let overtake: half white, half black
- slippery track surface: white
- mechanical problem: red
- danger on the track: checkered flag
- black and car number: disqualification
- half white, half black: warn, unsporting behavior
- white: slow vehicle on track
- red: stop of session
- checkered flag: end of the race

checkerboard fancy cancel from San Francisco 1880



Winner of the race is the driver who sees first the checkered flag.

Dangers, penalties and general information are displayed with the flags of the marshals.

crossing of the finish line

internet stamp Germany, the picture and denomination is freely selectable



The winner sees the checkered flag first. Overtaking is strictly prohibited in the following cool-down lap.



s with TT sidecar winner G.H. Tucker, 1924



Scouts manning the Scoreboards



Scouts operating the indicator clocks on the scoreboard gantry



Since the early days Boy Scouts have continued to be synonymous with the TT Races. Today's Scouts perform many duties at the Grandstand and on the Scoreboards operating the indicator clocks, the lap tear-offs and timing slates. Scouts also operate the Cronk-ny-Mona indicator lights and communicate information to the scoreboard by radio from the control tower. They are also flag bearers for the parade at the start of each race and on the podium for the winners presentations.

Timekeeping, scoreboard and flags are managed by Boy Scouts at the Tourist Troph on the Isle of Man.



STON of Kirkstall LTD LEEDS EN

signals and timekeeping during the race

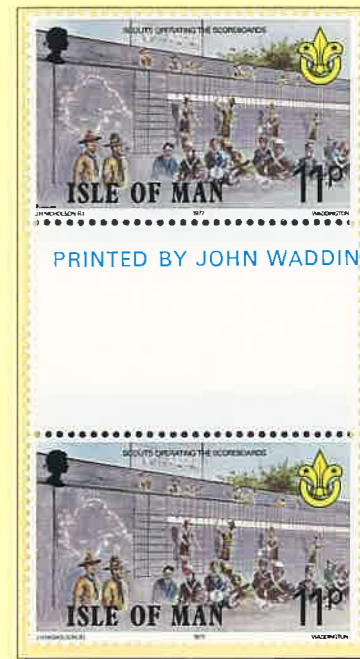
Marke individuell



Important informations are shown to the driver with large scoreboards.



First in traditional clothing, later in pure white, Boy Scouts at the scoreboard at the TT.



PRINTED BY JOHN WADDIN



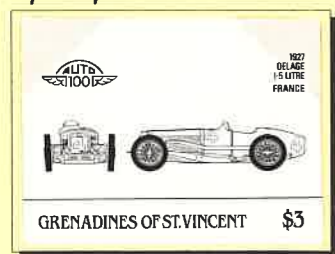
The 24 hours of Le Mans in 1955 were terminated punctual at 4 o'clock with the checkered flag.



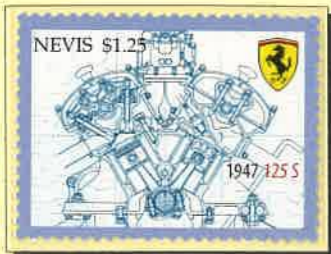
2.3. Private and factory teams prepare for the great race

Every year each team tries to build the best, fastest and most reliable race car. In former days cars were designed on paper on drawing boards. Today everybody wants to eliminate the limits of physics with simulation on the computer.

plate proof in black color



Design drawing for a Delage 1,5 liter and first Ferrari motor 125 S (1947).



The wind tunnel helps by finding the optimal cw-value and air resistance.



New cars will be engineered at the computer with simulations from all points of view; so-called computer added design (CAD).

Formula 1 keeps reinventing itself, lots of revolutionary developments from creative constructors.

miscut and double perforated sheetlet



At high speed tracks built all of the teams at the end of the sixties big wings at the rear axle. But these wings broke too much and were forbidden in year 1970.



Tyrrell wanted reduce the air resistance with the P34. The result was a 6 wheels Tyrrell.



For the first time were driven cars in 1969 with front and rear wings (Matra MS80).



Renault was the first racing team who drove and won in Formula 1 with turbocharged engines.

interleaf of an English booklet

70% copy of the content of the booklet

Morris Mini-Minor sales brochure, 1959

This 1964 Mini Cooper S overcame difficult driving conditions to win the 1965 Monte Carlo rally

THE FACTS
 Manufacturer British Motor Corporation (BMC)
 Year of introduction 1959 Length 10ft (3.05m)
 Height 4ft 5in (1.35m) Width 4ft 7in (1.4m)
 Engine size 848cc Maximum speed 72mph
 Total cost (1959) £195 2d

Issigonis' pre-production sketch of the Mini chassis, c.1957

Labels on drawings: Petrol Tank (stamped), Side (Provide empty and replace to front), Mini outside, Side cross member at front on sub frame, on tie, and front suspension fitting.

Traditional design drawing on paper for the engine compartment of the Mini Cooper S (winner Monte Carlo rally in 1964)



The Lotus 78 was the first "wingcar". The underbody was shaped as an aircraft wing and this effect produced a higher level of downforce on the car (enlargement of the sliding skirt).

right: personalized stamp from Island

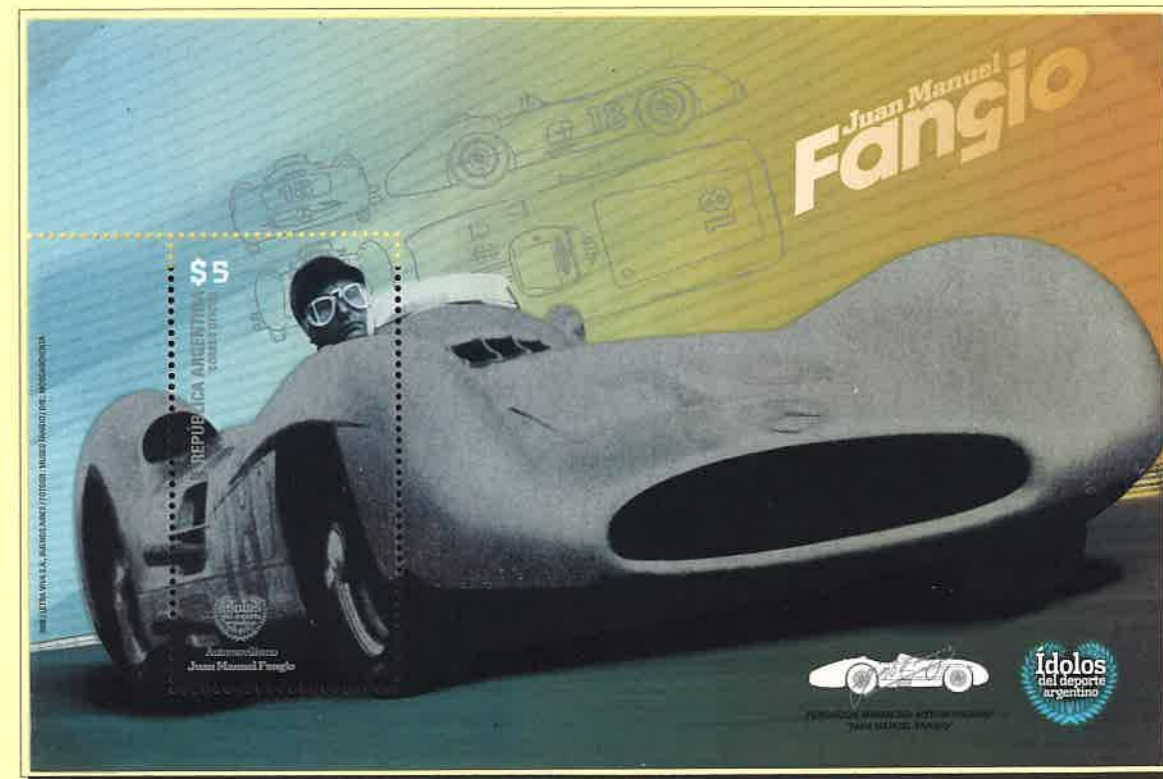


right: Adrian Newy (second from left) very successful designer, engineered long time the cars for Red Bull.

gutter pairs result by seperation of two printing sheets



The Lotus-Climax 25 was the first car with self-supporting monocoque chassis.



The Mercedes W196 with its streamlined body was really suited to high-speed tracks made up of straights and slow corners. The car was used only in Silverstone, Monza and Reims.

2.3.1. The red racers from Italy; passion and temperament on four wheels

Enzo Ferrari began in 1919 in motorsport. Ferrari was at the start of a GP for the first time with his team in 1948. The Scuderia Ferrari is today the only continuous team since then and has reached 224 victories, 15 driver- and 16 constructors world championship titles.



Enzo Ferrari drove his first race in 1919 on a CMN. He reached the fourth place at the Parma-Poggio di Berceto-race.



First victory for Enzo Ferrari on his Alfa Romeo 2300 by the Bobbio-Passo del Penice race in 1931.



The first car under the name Ferrari was the Type 125 S presented in 1947.



The Auto Avio Costruzioni 815 was the first car to be fully designed and built by Enzo Ferrari



Enzo Ferrari founded in 1939 out of Alfa Romeo's race division as Auto Avio Costruzioni his own company Ferrari.



left: stamp with blurred red color

Italian fighter ace Francesco Baracca's aircraft was adorned with the Cavallino Rampante, his personal emblem and that of the squadron he commanded.



Ferrari won 1955 the GP in Monaco with the Typ 625.

Ferrari Typ 156 1961 and Typ 126 C2/B3 1983.



Former President Luca Montezemolo, past team manager Jean Todt and Technical Director Ross Brawn.

non-perforated sheetlet, devalued with a pen



Development of racing cars of the Scuderia Ferrari over the last 50 years; the cars became flatter but also wider. Three errors are happened, the 500F2 from 1952 is a 375 from 1950/51; the 801 is a D50 and as well from year 1956; the 246 Dino is correctly a Ferrari 625.



Tazio Nuvolari won for the Scuderia Ferrari on Alfa Romeo P3 at the Targa Florio in 1932.

original sheetlet



Michael Schumacher became in 2000 Ferrari's ...

extremely miscut sheetlet (e)



... first World Drivers' Champion for 21 years.



Enzo Ferrari as race driver behind the wheel of his Alfa Romeo 1911.



2.3.2. Germany; Mercedes Benz against Auto Union; silver are trumps

The Auto Union-race cars, type A to D, were built between 1934 and 1939. All cars based on the P (Porsche)-vehicle-project, a 750kg heavy race car, were developed by Ferdinand Porsche for Auto Union.

registration label and meter from the factory post office of Auto Union in Zschopau



The headquarter of Auto Union was up until 1936 in Zschopau. All Auto Union racing cars were prepared there.



The engine was arranged at the Auto Union cars in the middle direct behind the driver. The so-called "mid engine car" got therefore his unique appearance.

color proofs in all single colors (CMYK cyan, magenta, yellow and black) and different color combinations



The Auto Union Type C was in the hands of Stuck, Varzi and especially Bernd Rosemayer the dominating car and Rosemayer was crowned European Champion in 1936.

personalized stamp Austria



The Auto Union Type C was in 1936 the most successful car (three wins in four races), 520 hp produced 340 km/h with only 824 kg empty weight.



overprint issue for the Grand Prix 1939 at the Nürburgring, card overfranked



Mercedes Benz W154 and Auto Union Type D, peaceful united in a duel in 1938 (left above).

stamp "individuell" Germany



The streamline Type C with 560 HP (in second position in wrong colour) ...

personalized stamp Austria



... was driven by Bernd Rosemayer by the AVUS race in 1937.

Avus-sheet 1971 with double perforation, one of the both diagonal to the sheet, upgraded to a express courier letter from Weinheim to Ludwigshafen, with arrival postmark on the back



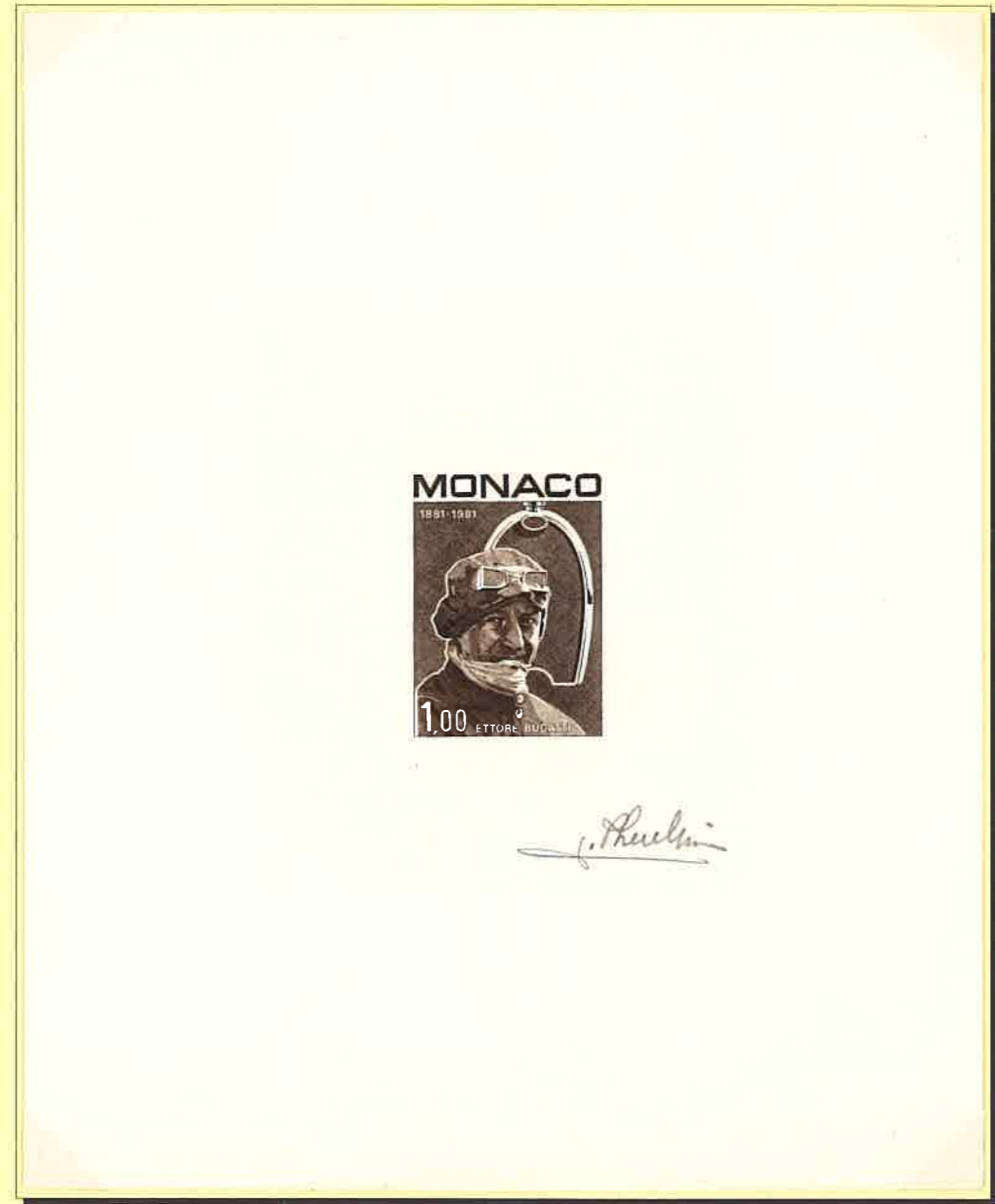
Racing cars which wrote AVUS-history: Opel 1921, Auto Union Typ C 1936, Mercedes-Benz SSKL 1931 and Mercedes-Benz W125 with Auto Union V16 Typ C 1937.



2.3.3. The blue cars came from France; Bugatti from Mulhouse

Ettore Bugatti produced racing cars from top drawer in Mulhouse. Their blue racers were particularly successful from 1924 to 1939 with the models type T35 and the developed versions T35B, T35C and T54.

artist die proofs (epreuve d'artiste) are deducted from the original printing tool, the color is usually black, more than two dozen could not be produced, the printing tool is then worn, the die proof bears the signature of the engraver

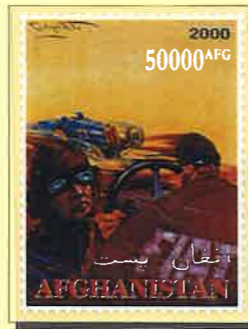


Ettore Bugatti was born in Milan, worked for the most part in Mulhouse, died in Paris.

officially archive photo of the issued stamp (see left)



Advertising poster for the Bugatti company in Mulhouse.



Bugatti against Fiat, a classic duel on the race track.



Ettore Bugatti in front of one of his typical radiator grilles for the Type T40/43. ...



The clerk in Madagascar gets stamps in 100 piece packs. An additional stamp will be perfin with "ANNULE" and shows the contents of the pack. The perfin also devalued the postage stamp.

Even a race track was named after Ettore Bugatti, the circuit of the 24 Hours of Le Mans.



Bugatti Type 59, in sports car version with mudguards.



Bugatti museum in Mulhouse.



From the Type 43 were only 160 cars built (1929 - 1930).



The Type T13 was the first real Bugatti car (as of 1910).

Bugatti was known for their luxury cars, Type 41 an automobile for Kings.

original stamp



stamp with weak brown color

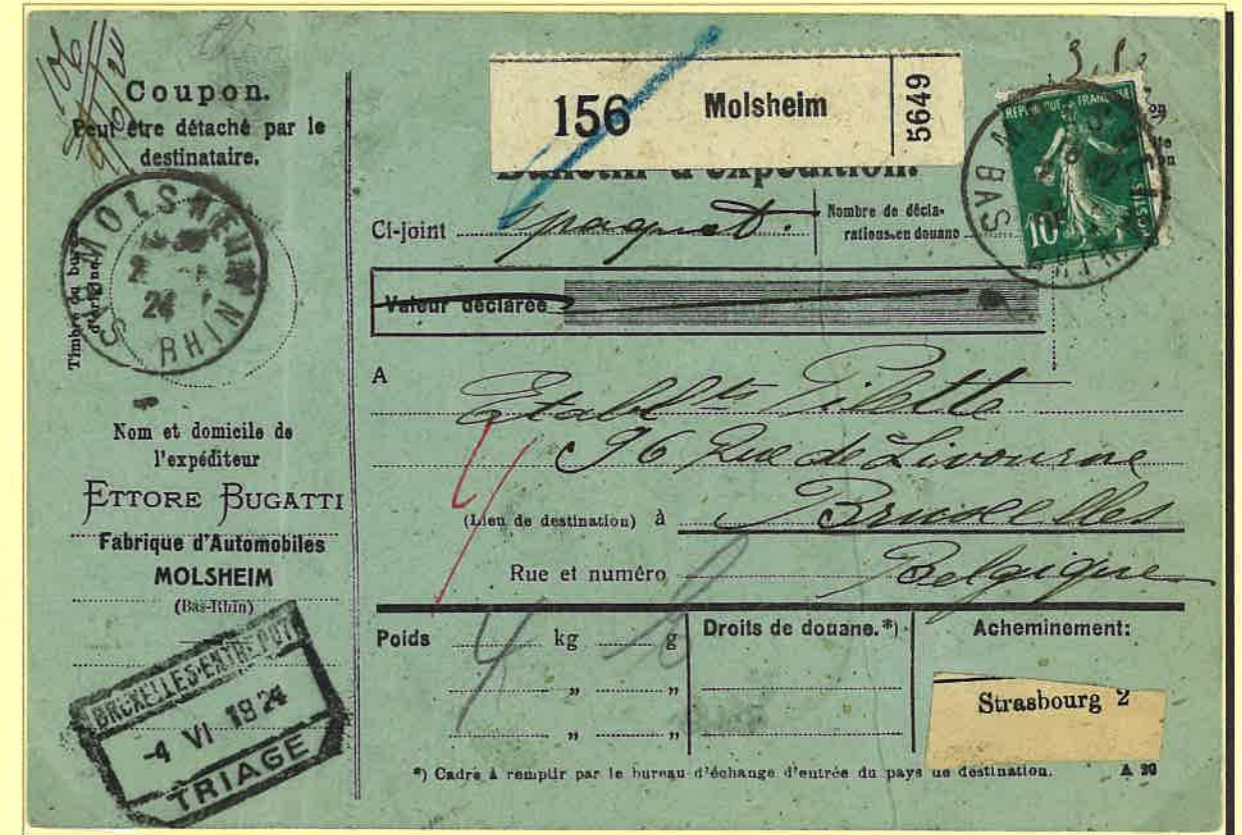


The T54 was specially designed for the high-speed circuit in Monza and at the AVUS.



The company Bugatti sold race cars according to a price list. A Type 35, 1,5 liter costs 124 000 Francs.

parcel card from the Bugatti factory



The Bugatti factory was located in the city of Molsheim in France. Bugatti was never an Italian company.

non-perforated specimen stamp



The Type T35 was presented at the GP in France. Position 6 and 7 were the result. (error in the stamp, Bugatti was never an Italian company).

stamp "individuell" Germany



The Type 35 was epitome of the most successful and most attractive race cars in the 1920s.



2.4. Television and press get ready for the event

Even the reporters from television and the press are getting prepared for the event. The spectator at home enjoys a fascinating television broadcast from different perspectives with information inserted.

right: booklet 1932, type Se-meuse 50 centimes, series 283-C9, part of the content



Even amateur photographers are getting good pictures from the race with this camera.

specimen stamp



Photographer waits for the next car.

after cleaning of the print rollers middle stamps with weak brown color



A few television cameras are necessary to record all details and information into pictures.

self-adhesive stamp with special perforation



The drivers are interviewed after the race with handheld cameras.

shifted green and yellow color



original stamp



left: Wobble-free images provides the stand camera.

left stamp with missing "5" in the year of issue



In the TV-studios are made the reports for the sport broadcast.

telegram Russia 1923, series 68, 70% copy of the the front



pair with shifted perforation



Quattroruote the journal for the Italian sportive motorist.

Photographers, television and journalists, all are preparing for the race.



In the past were written the reports with the good old typewriter (left) form Olivetti. Nowadays reporter are using computer for this (above).



Waiting for the perfect moment to get the perfect picture.

fancy cancel (the cameraman) number 681 in the Loso-catalog, cancelled in Los Angeles (Northern Station, Hollywood), California from March 13th to 15th, 1929, the cancellation color was only black, the materials for such cancellations were wood, cork, rubber and potatoes



A few television cameras are in use to broadcast pictures from all possible perspectives.



Every Monday are written the results of the motor sport weekend in the magazin "SPORT Illustrate".



Classic old typewriter, lots of sport reports were written on it.



The pink Gazzetta dello Sport enjoys to write about victorious Ferraris race cars.



left: stamp without magenta color, below: original stamp



The sports reporter informs about the result of the Grand Prix of xxx.

2.4. Television and press get ready for the event



The reporters have to bring the event to our living room or the place where we can hear the broadcast. Some of them reached cult status, Carlos Sole from Uruguay, Peter Kneale from Britain or Nicolo Carosio from Italy worked all for radio and television.

/original artist's painting by Prof. Otto Stefferl, acrylic on card with inscription overlay and passepartout, issued design, but different coloring, some printer's notes on the reverse

/original stamp



DIE ÖSTERREICHISCHE ARBEITSWELT

s 650



KUNST · MEDIEN · FREIE BERUFE

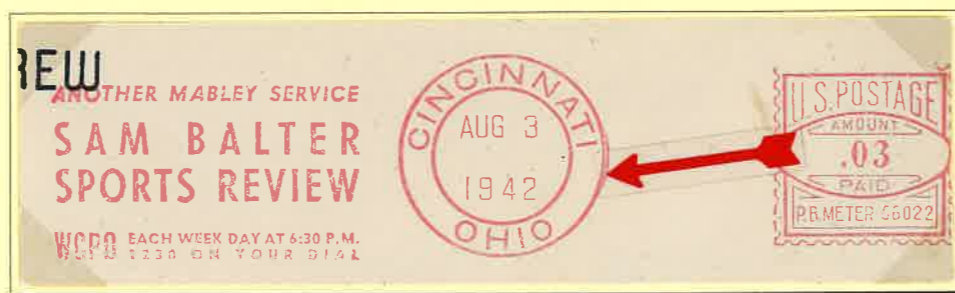
REPUBLIK ÖSTERREICH

right:
Equipped with a photo camera, a microphone, pencil and a note-book tries to get the reporter the perfect picture or the interview from the motor-sport event. A fascinating job I think.

/stamp with shifted yellow color



Carlos Sole from Uruguay talked his legendary reports over car races from pre-war period in a contemporary microphone.



Sam Balter brings each week day at 6:30 P.M. in his sports review news among other things news from the world of motorsport.



left:
Peter Kneale is the vice of the Tourist Trophy, broadcasted from the studio at the grandstand.



Nicolo Carosio reported car races and soccer games.



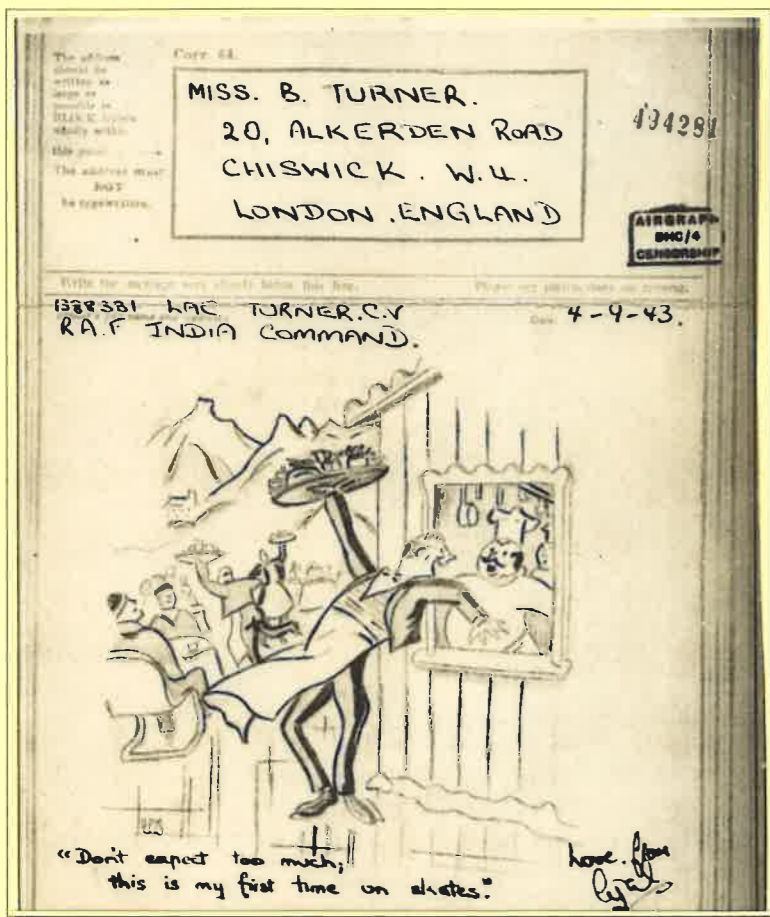
/misperforated stamp with shifted green color



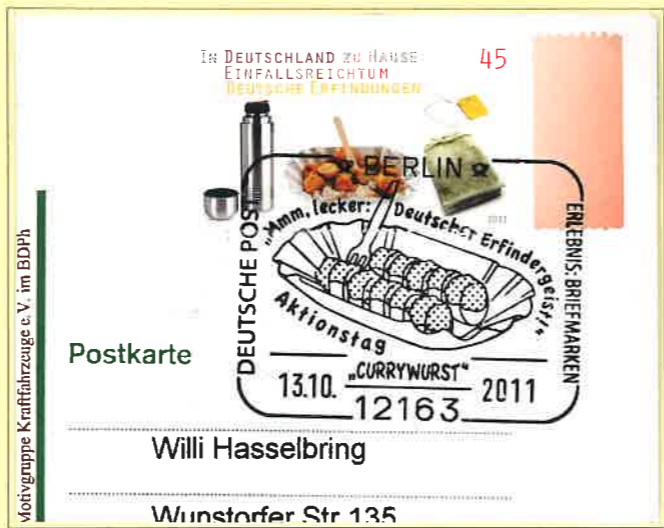
.... Lunch break, people also needs fuel

Spectators as well as drivers must re-inforce themselves before the race starts. Everyone takes his lunch break in his own way; in a top restaurant, in the teams' catering area, on the camping site or in a mobile restaurant.

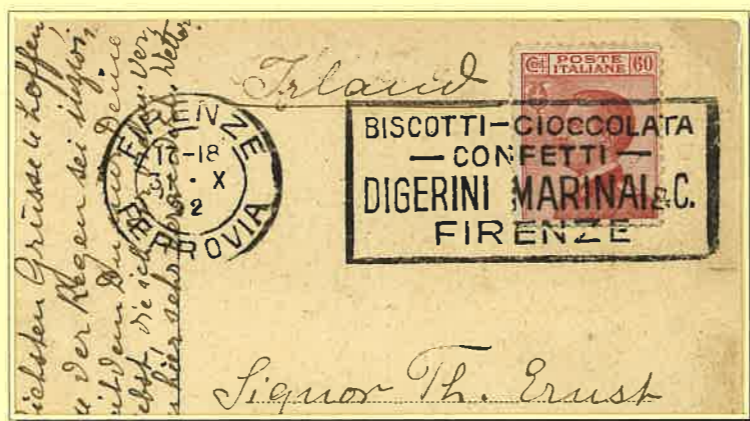
weight problems with the field post led to the introduction of Air-graphs, Eastman-Kodak developed a micro film process for reducing the mail on a film, 1600-1700 messages on one role of 39,4 m, with a weight of only 142 grams



In the so-called "Paddock-Club" are being served the food and beverages by waiters for appropriate money.



One in slices cut sausage with a special sauce, topped with curry powder, ready is the German Currywurst.



Cookies, chocolate or bonbons, after the main course comes the sweet temptation.



Beverages, main courses, desserts, everything is taken care of.

Taste the feeling, Coca-Cola, even in Formula 1 a term.



"An apple a day keeps the doctor away", fruits for dessert.



A glass of beer strenghtens the viewers.



right: stamp for express delivery

After the race a kiss (baci) from your wife or one only made from chocolate.

telegram Deutsches Reich, series B VI 2a, June 1922, 70% copy of the front side

erseite Telegramm!

Vorderseite Telegramm!

Trinkt

Maja Tee

Ausgiebig

Aromatisch

Spezialmarken:

Maja Ceylon Tee

Maja feinste Mischungen

2 Stern und 4 Stern

aus China und India Tee's

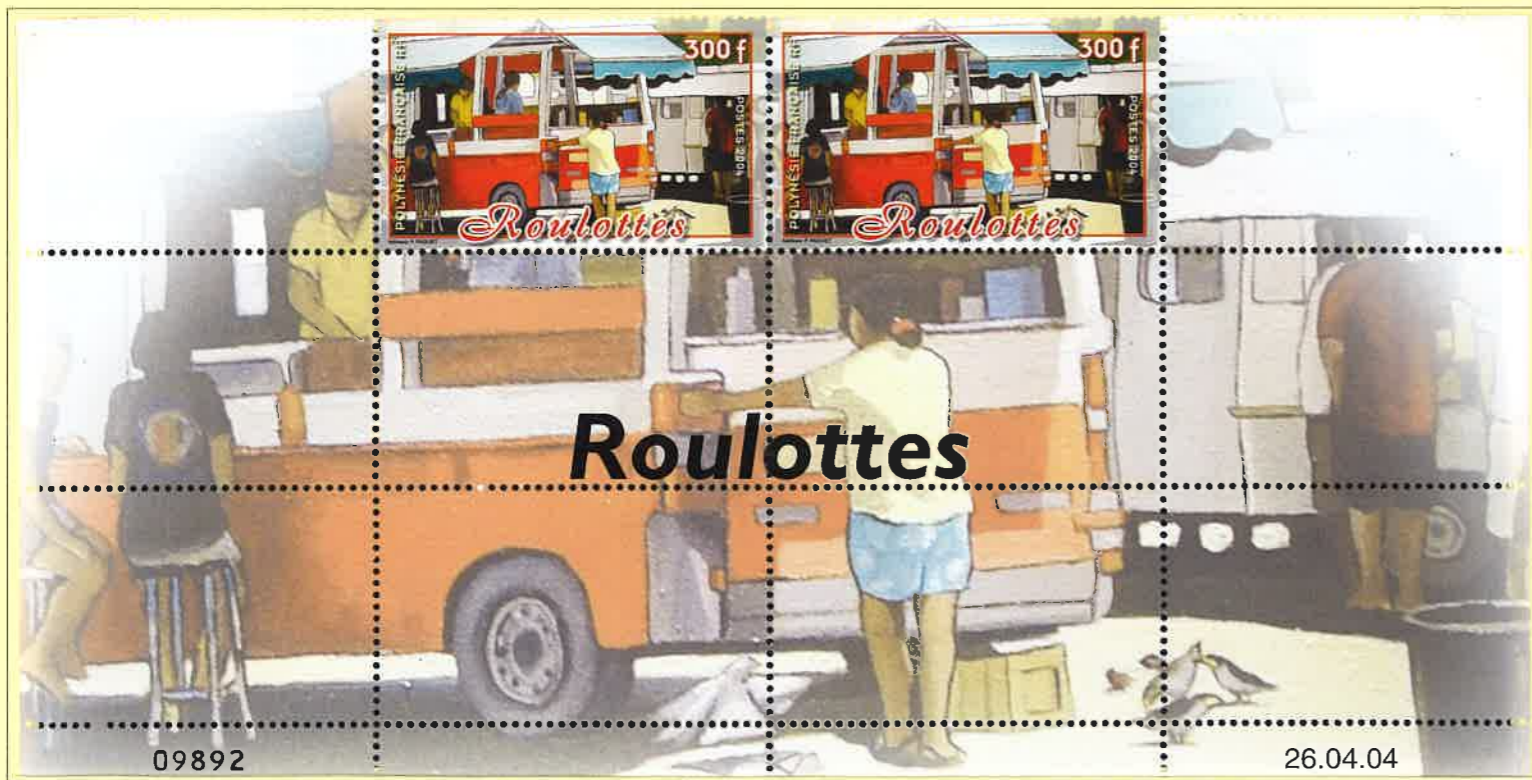
Olanda Mischung * Kintuck Mischung

Rot-siegel

Matoraa Rotspohn

Gold-siegel

Telegramm form with fields for 'Statt № 0183 *', 'Telegraphie des Deutschen Reichs', and 'Amt Caustatt'. It includes a circular postmark and a stamp.



For the "ordinary" fan there are on-site caterings in mobile restaurants. It is fast, it cost not very much and usually it tastes good.

After the race a cup of tea. Tea has a calming and soothing effect, good for race drives and spectators.



3. Entry of the gladiators, the driver presentation

3.1. Activity at the start of the race: wild drivers in their dusty boxes

It is tradition to present the drivers to the audience. The gladiators were sometimes driven together on the back of an open truck or mostly in spectacular oldtimers around the course.

strip of non-perforated specimen stamps



Georges Boillot was a successful pilot on Peugeot and won the 1912 and 1913 Grand Prix of France.

non-perforated stamp, this stamp was not issued with face value of 1,98 Euro, right stamp with issued face value



issued stamp with face value of 0,64 Euro



He started with number 4 and had at the finish line a 24 minutes lead.

right: non-perforated stamp

stamp with weak red color



non-perforated specimen stamp



original stamp



Tazio Nuvolari steered 1927 for the Scuderia Ferrari the Alfa Romeo 12C-36 with number 22.

specimen meter with wrong (1882) and right (1892) year of birth



The Mantovane volante was born on the 16th of November 1892 in Castel d'Ario in the province of Mantua.

specimen stamp



Ferenc Szisz won the first Grand Prix from France 1906.



Otto Salzer was the first German Grand Prix driver 1907.



Winner of the first Rally Monte Carlo was Henri Rougier on a Turcat Mery.



Second place for Henri Farman by the Gordon Bennett race in 1903 on his Panhard.

color proof in green and orange, different design (two lines at the bottom)



original stamp



original stamp



Santos Dumont started at a few car races, as example Paris-Amsterdam 1897, before he began to built his own aircrafts.

misperforated stamp for Fiume-free state



Tazio Nuvolari met in 1932 the celebrated poet Gabriele d'Annunzio and got as talisman from him a golden turtle. "The slowest animal for the fastest man of the world".

CARTOLINA POSTALE

MITTENTE VITTORIANO ZAMBRINI
VIA VERDI 30
21100 VARESE (ITALIA)
C.A.P. LOCALITÀ SIGLA PROV.

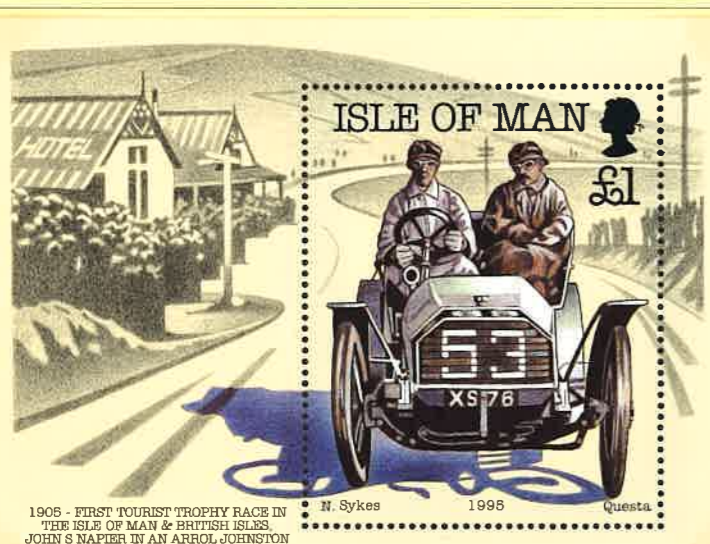


MANIFESTAZIONE FILATELICA NAZIONALE MANTUA '92
PREMIO TAZIO NUVOLARI 5/6 GIUGNO '92



Rudolf Spieler
Goethestr. 1

John Napier won on an Arrol Johnston the first Tourist Trophy in 1905.





3.1. Activity at the start of the race: wild drivers in their dusty boxes

Most of the drivers were engaged by teams to drive their cars, but also team owners, such as W.O. Bentley, drove their own cars in races. A few privateers, who bought a factory race car participated in the events.



Walter Owen Bentley was an enthusiastic race driver and took part in many races with his self-constructed Bentley cars.



original stamps



strip with shifted black color



Walter Owen Bentley drove to fourth position in his 3 litre Bentley at the 1922 Tourist Trophy, team Bentley won the team ranking.

double print of the black inscriptions



original stamp



Hector Suppici Sedes was the most successful driver from Southamerica in his Ford in his time.

stamp "individuell" Germany



Monaco 1937, Manfred von Brauchitsch in front of Rudolf Caracciola in the Loews-hair pin.

Error in the cancellation, wrong year 1939 instead of 1938, only a few cancellations are known



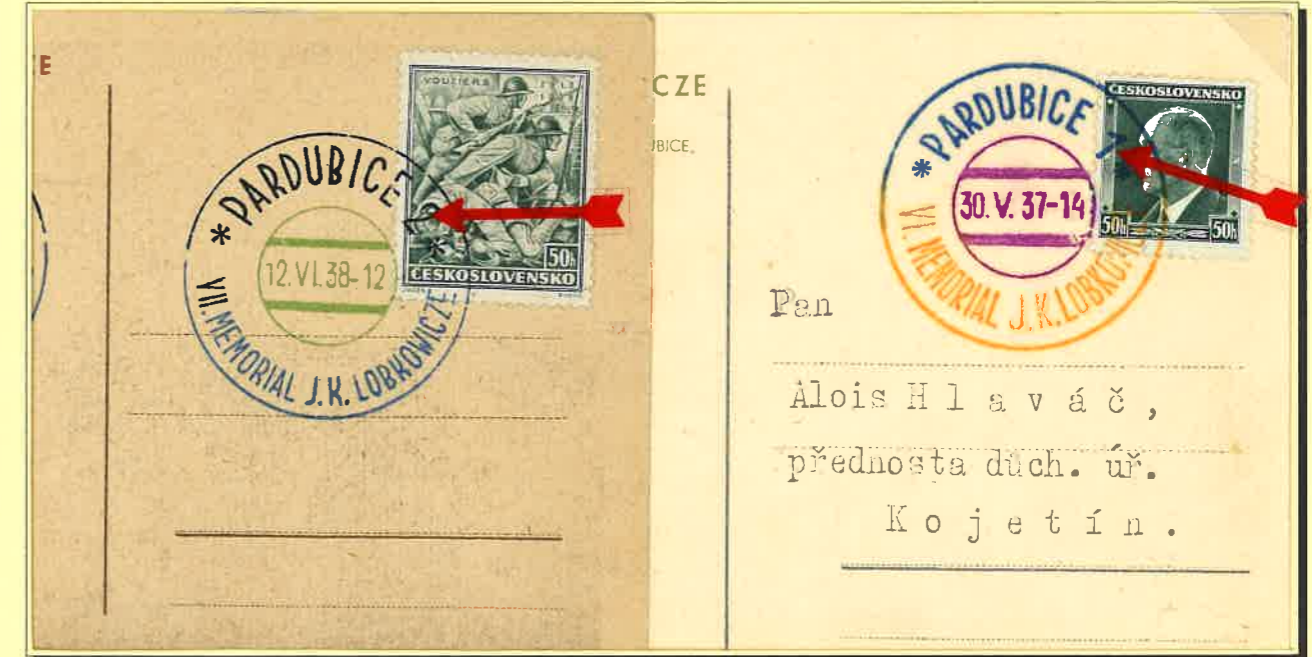
The city of Remagen advertises with his famous son Rudolf Caracciola, the allegedly world's best racing driver 1922-1939.

right: stamp "individuell" Germany

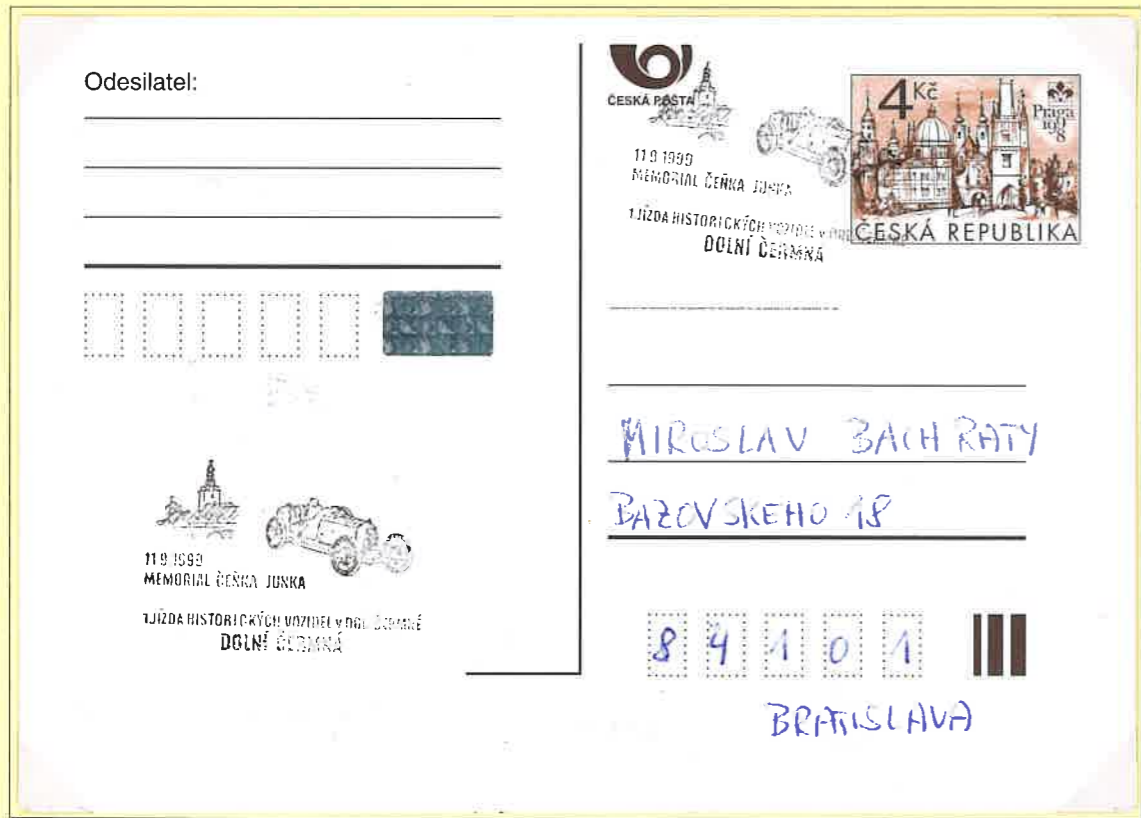


Manfred von Brauchitsch was a German racing driver in the famous "Silver Arrow Age". He won 1933 in a specially designed Mercedes-Benz Type SSKL at the AVUS.

three-colored special cancellation for the sixth memorial race 1937, right cancellation with distinctive feature 1 (from post office at race track), left cancellation with distinctive feature 2 (from post office in the city of Pardubice)



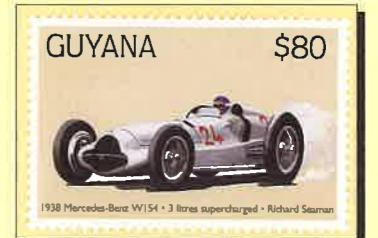
Earl Jiri Kristian Lobkowicze began his career under a pseudonym. He was killed by an accident on the 22th of May 1932 in his Bugatti Type 54 at the German AVUS.



left and above: The only married couple in motorsport were the Czechoslovakians Elisabeth (above) and Vinzenz Junek. Both started successful on Bugatti. Elisabeth retired after the death of her husband at the Nürburgring in 1928.



Richard "Dick" Seaman drove only on Delage and Mercedes-Benz. He died from his injuries after a racing accident in Belgium in 1939.



3.2. Pre-war pilots - the first Formula-1 race drivers

Racing drivers have been allowed to be called Formula 1 - drivers from 1947 onwards. The cars became faster and faster and therefore requirements for the drivers are getting higher, physically as well as mentally.

stamps with horizontal and vertical shifted perforation



Two-times Formula 1 - World Champion Alberto Ascari had an accident without injuries at the GP from Monaco in 1955 (above) ...

stamp with horizontal shifted perforation and printing error of the black color (e).

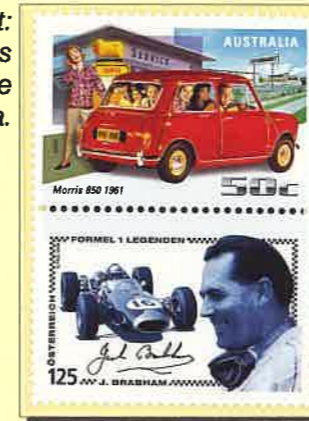


... he was killed only four days later by a training accident.



When you drive the Goodyear SUPERSTEEL tire then you're in good hand, just ask Jack Brabham.

right: scaled down stamps as joint issue Austria with Australia.



original issue from Austria



Jack Brabham was the first driver who was World Champion in his self-constructed racing car.



Jack Brabham on his own built Brabham-Repco in 1966.



Phil Hill won with only one point ahead of Graf Berghe von Trips the World Champion title in Formula 1 in 1961.

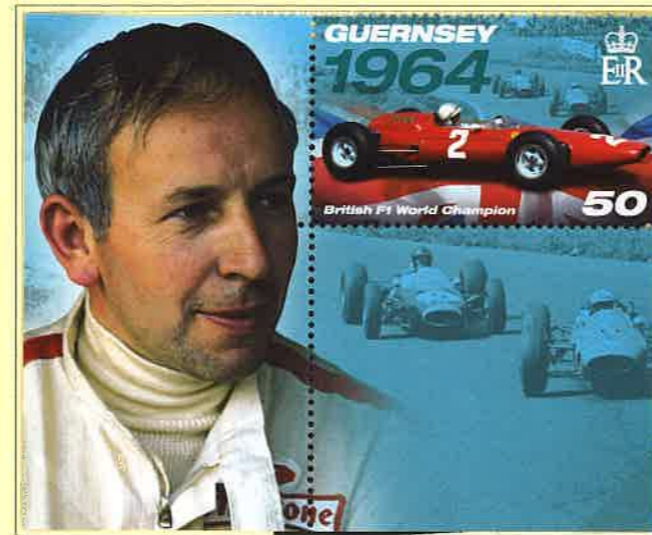


John Surtees on his MV Augusta (World Champion in 1959).

stamp from a so-called "generic sheet", these stamps are issued for special topic events



John Surtees remains till today as the only person to have won World Championships on both two and four wheels.



Graham Hill is the only racer who was Formula 1 World Champion, won the 24 Hours in Le Mans und the Indy 500.



Damon Hill (right) is till today the only driver who won as well as his father Graham Hill (left) the World Championship.



Graham Hill won five times the Grand Prix in Monaco.

John SURTEES
 nato il 11.02.1934 - Tatsfield - Gran Bretagna
 Esordio in Formula Uno: G.P. Monaco 1960
 Gran Premi disputati: 111
 Mondiali vinti: 1
 Gran Premi vinti: 6
 1° G.P. vinto: Germania 1963



3.3. Playboys at the wheel, the furious and dangerous 60s and 70s.

On the other hand a Grand Prix driver in the 60s and 70s was a very popular person. Lots of beautiful girls and models were companions to the drivers. Some drivers enjoyed this and had the nickname "playboy at the wheel".



non-perforated stamp



Niki Lauda was initiator for more safety in Formula 1.

Niki Lauda against James Hunt was the fight for the World Championship in 1976. Lauda returned from his Nürburgring crash and lost the title by only one point.



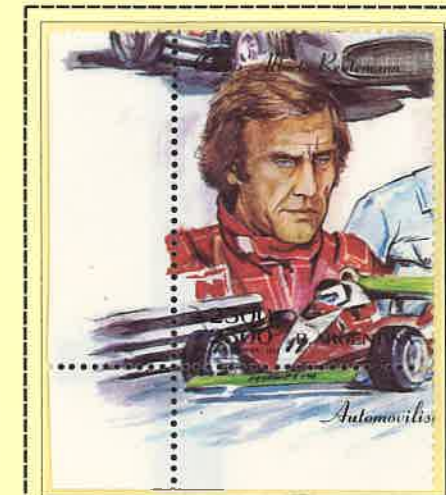
Michele Alboreto drove in total 14 years ...



... in Formula 1, won five races and was in 1985 runner-up World Champion.



Lella Lombardi is till today the only woman who got World Championship points in a Grand Prix (1972 in Spain).



Carlos Reutemann started in his first Grand Prix from pole position (1972 in Argentina).

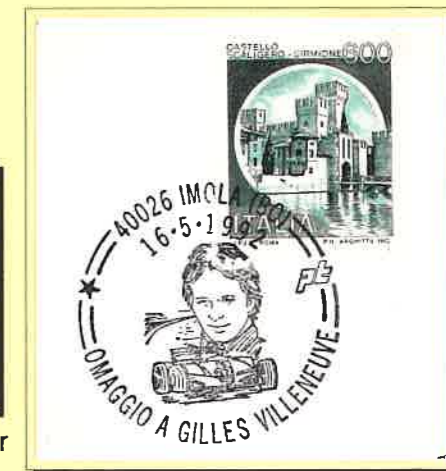
original sheetlet



sheetlet with double perforation



Gilles Villeneuve is till today because of his radical manner and his furious style of driving worshiped as legend.



complete set-off from the black color on the reverse side of the sheetlet



sheetlet with partially blurred black color



scaled down stamps as joint issue Austria with Australia.



left and above: Emerson Fittipaldi was in his day in 1972 the youngest World Champion and the first Brazilian with the WC title.



Mario Andretti is the last American racer who was Formula 1 World Champion.

3.4. The modern racer: calm, sterile and faultless

The image of the drivers has changed completely in recent years. For the racer is it no longer possible to live an extravagant lifestyle. The modern pilot is still very young, calm, clean and focused on his work.



left: The Brazilian racer Nelson Piquet, three times Formula 1 World Champion, twice on a Brabham and once on a Williams.



Jean Alesi was with his wild and temperamental way of driving very popular by his fans.

the post office clerk in Mali gets sheets in 100 piece packs, an additional sheet will be perforated with "ANNULE" and shows the contents of the pack, the perfin also devalued the sheet



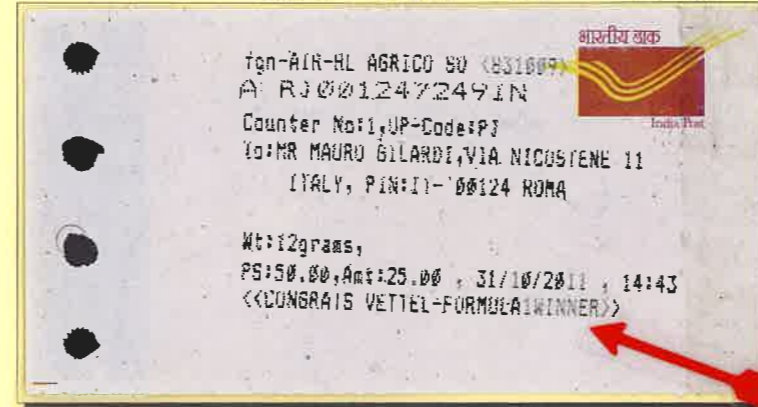
The stars of the late 90's, Michael Schumacher, Damon Hill, Jacques Villeneuve and Gehard Berger, altogether 9 World Championship titles.



The "professor" Alain Prost was driver and team owner in Formula 1. As driver four times World Champion.



computer-generated registration label "system Meghdoot" from India, with slogan <CONGRAIS VETTEL-FORMULA1WINNER>, the label consisted of two parts, the slogan was only on the receipt



Sebastian Vettel becomes in 2012 in his Red Bull Renault youngest four times World Champion in history.



Already in his second Champ Car World Series-race was killed Gonzalo Rodríguez at a training accident in Laguna Seca.



stamp with horizontal shifted perforation original stamp



Jacques Villeneuve son of Gilles won the CART-Series, the Formula 1 World Championship as well as the Indy 500.



41 victories, 65 pole positions, 19 fastest laps and 3 World Championship titles are standing on Ayrton Sennas palmares.



Ayrton Senna and Gerhard Berger were very good private friends



Gerhard Berger, Grand Prix driver, former head of BMW Motorsport and 50%-team owner of Toro Rosso.



The Finn Mika Häkkinen, who was very restrained in public, won in year 1998 and 1999 two World Championship titles.

self-adhesive stamp



Lewis Hamilton is till today the only colored World Champion, he won five titles, the last in 2018.

3.5. The two greatest: Juan Manuel Fangio and Michael Schumacher

Juan Manuel Fangio started in 51 Grand Prix and won 24 of them. Such a success rate has not been attained today. Whether for Ferrari, Alfa Romeo, Maserati or Mercedes-Benz, Fangio was world champion for all these manufacturers.



above original stationery, below stationery with imprint "MUESTRA"

non-perforated specimen stamp



part of a sheet with vertical shifted perforation



The first WC title won Fangio 1951 on a Alfa Romeo Alfetta 158, this year were three victories enough for the World Champion crown.



Juan Manuel Fangio, nickname "The Master", at the race track Los Proceres in 1956.



Fangio celebrated his first GP victory in Monaco in 1950 on an Alfa Romeo.

The most successful Formula-1 pilot is Michael Schumacher with 7 WC-titles, but opinions about him have however been divided. On the one hand euphoric descriptions about his competence, on the other hand his countless scandals.

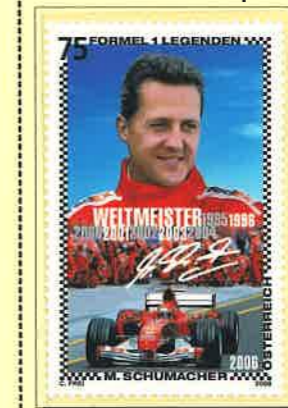
original stamp with the three primary colors cyan, magenta, yellow and the contrasting color black (CMYK).



Michael Schumacher on his Ferrari 380 B - F1 in 1997.

original printing films from an offset printing machine from the above stamp, the upper film shows the parts printed in black color, the lower film shows the parts in magenta color, in the middle the composition of both colors

first not issued, later also issued withdrawn stamp



corrected version of the stamp



non-perforated stamp (e)

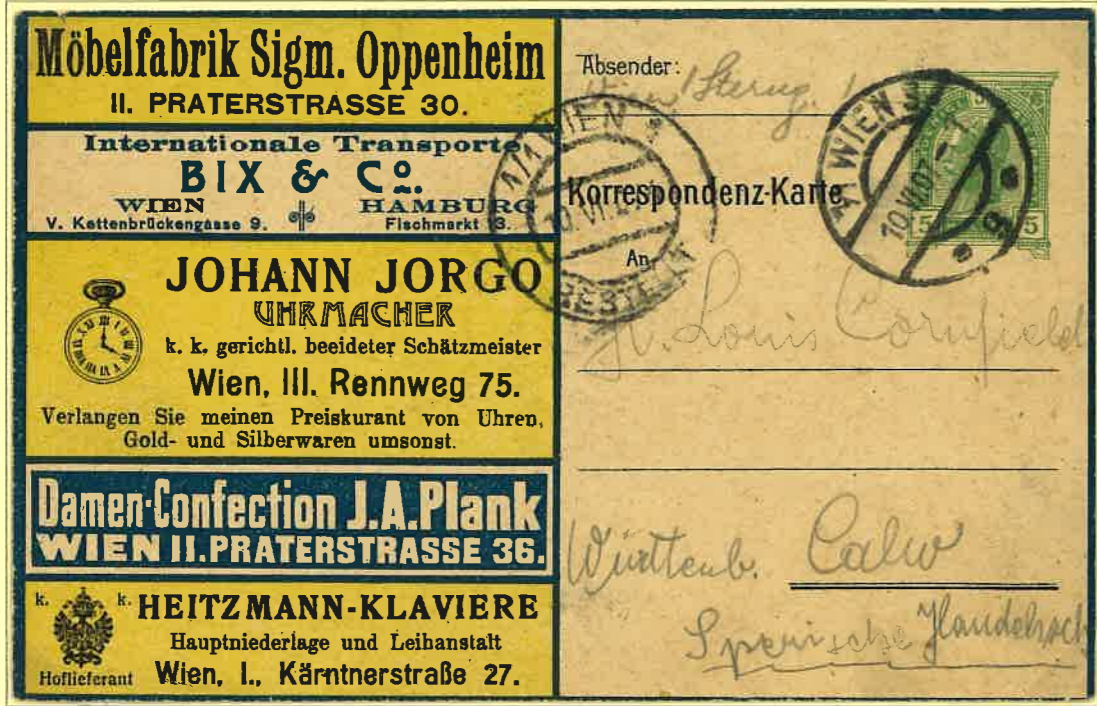


When was Michael Schumacher F1-World Champion?
left stamp: 1995, 1996, 2000-2004 (wrong)
right stamp: 1994, 1995, 2000-2004 (right)



4. The starting grid: the result of practise times

To find the fastest you have to count the time. In the beginning the time was measured by hand with a stopwatch. Modern time measurement works with digital transponders in the racing cars.



stamp with shifted black color



The hourglass supplies the exact time interval between the starting cars.



Sometimes the race is very close. Then you need a "muggaseggle" as measure unit to determine the winner.



With asynchronous transfer mode ATM are transferred the times from the car to the computer.

card for transmitting the race results, this detail can't be shown in another way, 70% copy of the front with special cancellation for the 20th Mille Miglia



At the Mille Miglia were transferred the times by cards to the race control. Tom Cole reached on his Ferrari 340MM Vignale with start number 608 in 17 hours 28 minutes and 39 seconds the finish line in Brescia on place 4.

A chronograph is a specific type of watch that is used as a stopwatch combined with a display watch.



Modern time keeping collects datas from digital technology, delivered by bus systems.



From the stopwatch to modern computer.



Data General is a Belgian company who is specialized in timekeeping by car races.



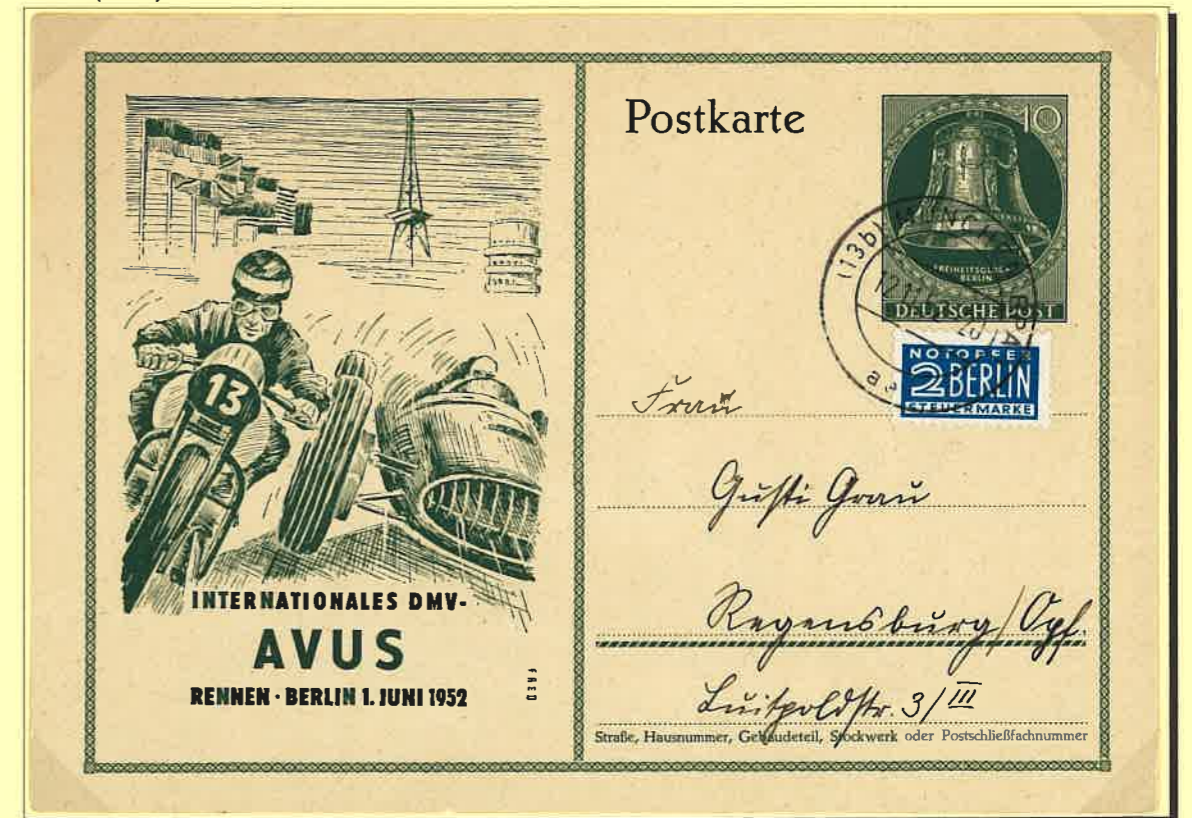
Modern times are taken digital and consists just of zeros and ones.

monocromalin proof is a black-white photo of a cromalin proof



left: Look into a modern computer timekeeping of a car race.

"Notopfer (donation)" -tax stamp type Zc, steep backbow, regular letters, compulsory extra charge stamp for all domestic letters (not to Berlin and the German Democratic Republic), subsidies for Berlin (West), used 1948 to 1956



The qualifying time resulted in the start number in the race. Error in the German stationery, start number 13 (bad luck) was not used between the years 1913 and 1981.



From 1992 to 2003 delivered TAG Heuer the timing equipment in Formula 1. TAG also stops the times in the American IndyCar-Series since year 2004.

4.1 Mass start: all start at the same time and place

The Rally Monte Carlo was originally used to bring tourists to the principality. For this purpose a star rally was organized with simultaneous departure from different European cities and it ended with a few special stages in Monte Carlo.



Prince Albert I. was co-initiator of the Rally Monte Carlo.

stamp with weak brown color at the top left (picture of Paris)



original stamp



Paris



Julius Beutler started in his Martini from Berlin, normally winner 1911, but their protest was not successful.

non-perforated color proof



Henri Louis Rougier drove off from Paris, lucky winner 1911 on a Turcat-Mery.



Automobile Club of Monte Carlo celebrates the winner 1911 and a participant 1961.

left: photo proof essay of an accepted design (with autograph)



right: lower stamp with large black color dot

Ford Sierra at the 50th Rally Monte Carlo.



Warsaw



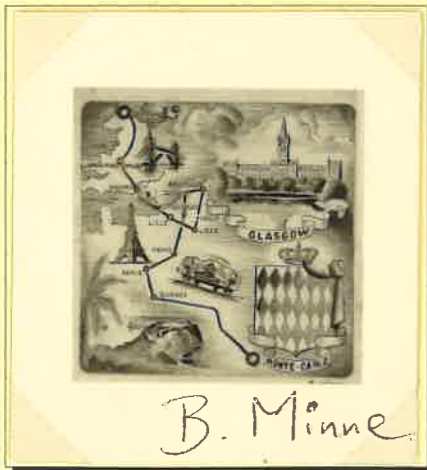
Lisbon



Glasgow

left: color proof in magenta of the issued stamp

below: photo proof essay of a non-accepted design for the same stamp with autograph of the designer



left: Jaguar MK VII, winning car in 1956



XXV^e RALLYE DE MONACO - MONTE-CARLO



original stamp

Munich



left: the dots at the cities of Vichy and Dole in brown color (instead of red)

left: Start from different cities, the destination was the same, Monte Carlo

right: first part of the course (out of Oslo) in red instead of black color

Oslo



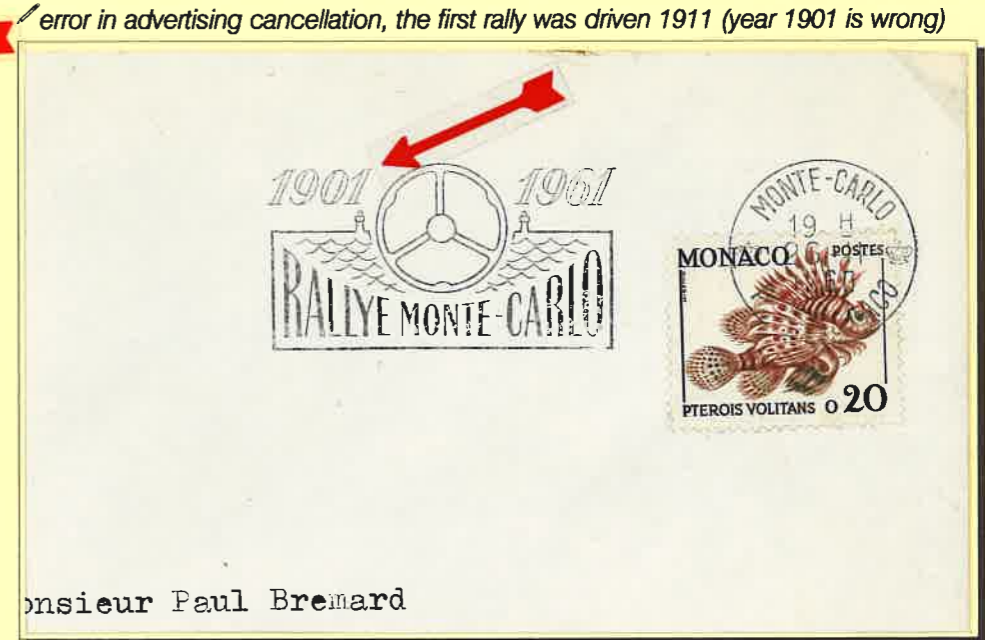
Athens



Minsk



Eric "Carlson on the roof" won 1962 and 1963 on a Saab. He started the race both years from Oslo.



error in advertising cancellation, the first rally was driven 1911 (year 1901 is wrong)

Monsieur Paul Bremard

In year 1961 was celebrated fifty years Rally Monte Carlo. The first race was driven in 1911 and not in 1901 as written in the special cancellation.



Tek.
Till János urnak
Budapest.
IV. Váci u. 38.

In the twenties was the Rally Monte Carlo a 1000-km long-distance race, in Budapest were checked all participants from the KMAC (Hungarian automobile association).

4.2. Starting without practise: at fixed time intervals

The cars at the Targa Florio 1906 were started with even greater time intervals. Because of narrow and winding streets it was determined to start with time intervals of 10 minutes for safety reasons.

strip of stamps with shifted perforation and print, right the printer's imprint (e)



original stamp



Two Itala were at the start in 1907, they entered the race with number 21A and 21B.



right: Felice Nazzaro on his self-made car in 1913; he launched into the race as 31th.

advertising stationery, the profit was for the Red Cross (imprint below of the advertising).



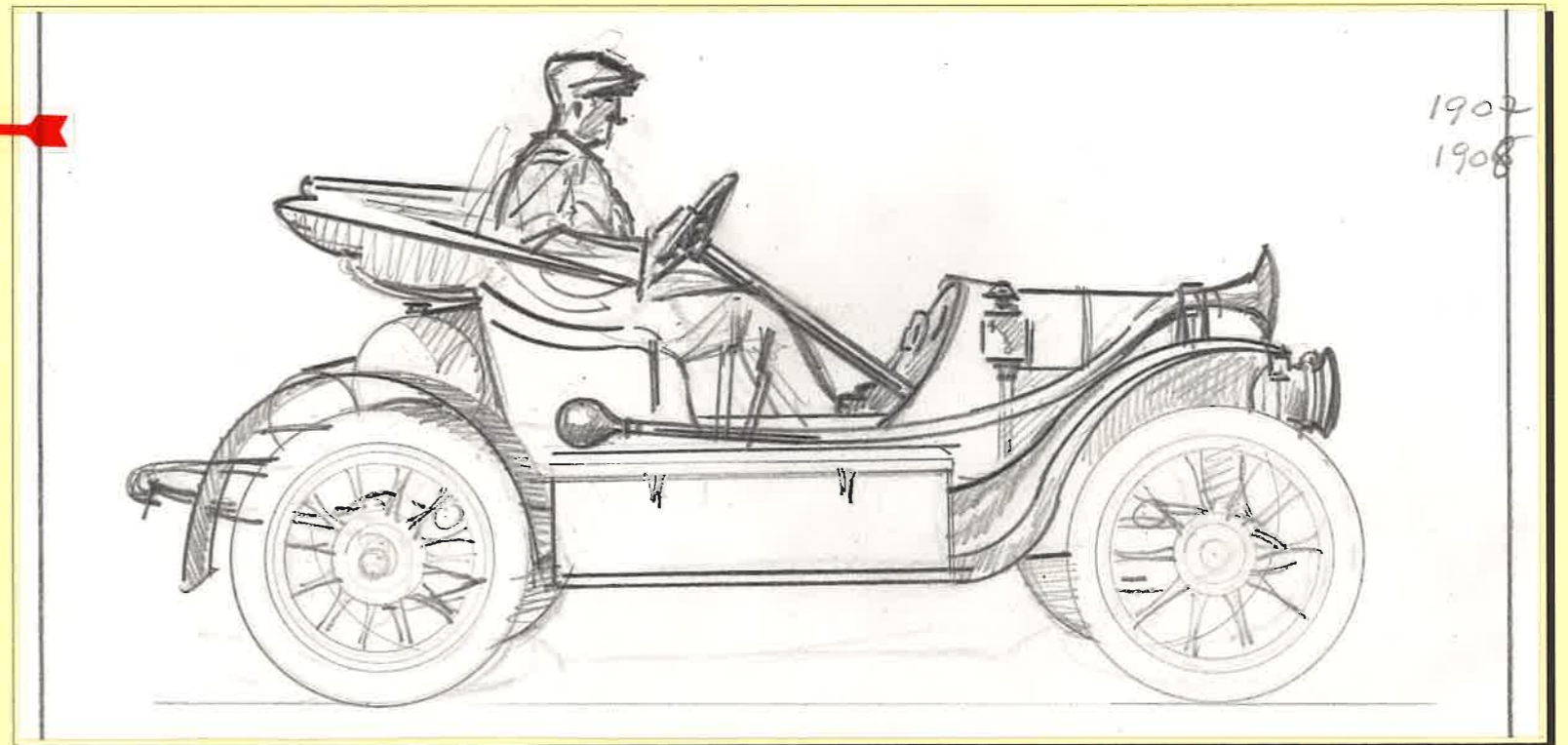
left: Baron Francesco Ciuppa was the first Sicilian who started at the Targa Florio. In his SPA he went as third into the race in 1909. Many spectators were at the premiere 1906. But they saw only about every 10 minutes a race car.

additional cancellation Coppa Florio 1905, the race was driven as Settimana Automobilistica Brescia, very rare cancellation



Predecessor of the Targa Florio was the Coppa Florio. Vincenzo Florio donated a trophy and 50 000 Lira in 1905. The race was renamed after that into Targa Florio.

original drawing for the later stamp by Corrado Manciola, below right the final stamp



Jean Porporato in his Berliet started as last factory team car with the start number 8A into the third Targa Florio.



Eduardo Bianchi started in an elongate open two-seater at the Targa Florio in 1910. He wanted to increase with this action the sales figures.

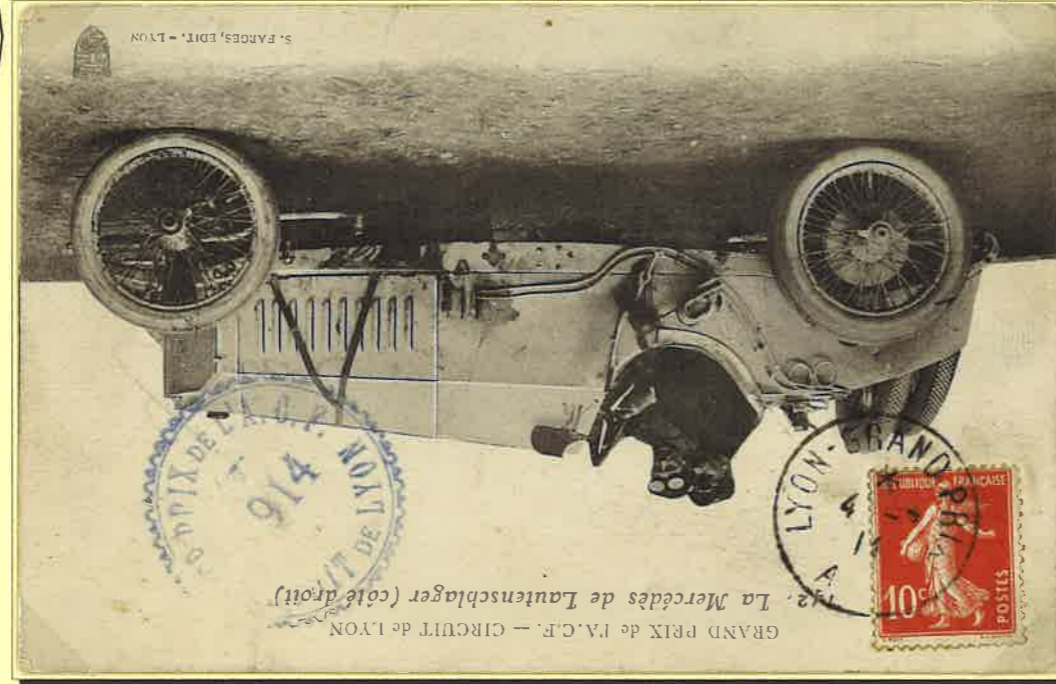
4.3 Starting grid by entry list and by drawing lots

The starting grid for the 1914 French Grand Prix was determined by drawing lots. Each of the fourteen teams drew a number. The number was then the starting position. The teams with number one and two started together as a pair.

stamp with corrected nominal value



the stamp was marked with the special cancellation to the 1914 race, the text inscription is "LYON - GRAND PRIX A.C.F.", these cards are described as T.C.V (Timbre Cote Vue), as the forerunner of maximum cards, thematic stamps for this topic didn't exist at this time yet



non-perforated stamp, below with machine counting number



The regulations at the Grand Prix de l'ACF in 1914 were 1100 kilogram maximal weight and a maximum cylinder capacity of 4,5 litres.



In the first pair started Alfred Jörns on his Opel into the race.

Portuguese telegram of series A, issued 1922, edition of 200 000 pieces, 70 % copy of the front



Peugeot trusted Dunlop's so-called "no trouble" tires. This was the wrong choice and they had to change eight times the tires during the race.

right: non-perforated specimen stamp



With number 32 launched Viktor Regal on a Peugeot EX5. Error in the text of the stamp, in 1912 was no Peugeot at the start.

cars: Peugeot against Mercedes

Duels

tires: Dunlop against Continental

The race was also a duel of the tire manufacturers.



Number 10 draws the Sunbeam team, that means starting number 10, 24 and 36.

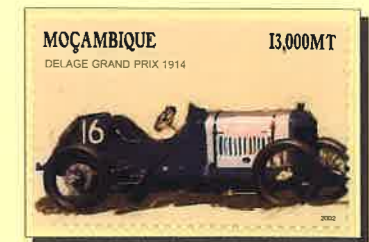
non-perforated specimen sheetlet



The last possible number 14 had drawn Mercedes, therefore got Sailer 14, Lautenschlager 28 and Salzer number 39.



Alessandro Cagno started his race on his Fiat S57/148 from position 13.



Arthur Duray was best Delage driver on 8th position, he started with number 35.



Otto Salzer reached the third position with number 39.

non-perforated specimen stamp



The datas, 115 hp with 4,5 litre cubic capacity with for this time incredible 3500 rpm.



worthless stamps were overprinted with advertisings and used to give away to customers

Continental balloon tires led to the victory.

Mercedes drove on German Continental-tires and they only had to change them once.

4.3 Starting grid by entry list and by drawing lots

The starting position was drawn by ballot at the Grand Prix in Monza 1934. Number 1 was drawn by Mercedes-Benz, number 2 Alfa Romeo, 3 by Bugatti, and 4 as last number by Maserati. The cars were positioned according to this numbering.

trial color proof for finding of the final color, with printed machine counting number and with pencil the descriptions of the colors with abbreviations



Alfa Romeo placed their best driver Achille Varzi on the second start position.

right: From pole position drove Rudolf Caracciola and Luigi Fagioli on a aerodynamic designed Mercedes-Benz W25 to the victory in Monza 1934.



The determination of the starting grid was made by drawing of ballots from a lottery wheel.



The front row of the grid completed Antonio Brivio on his Bugatti T59.

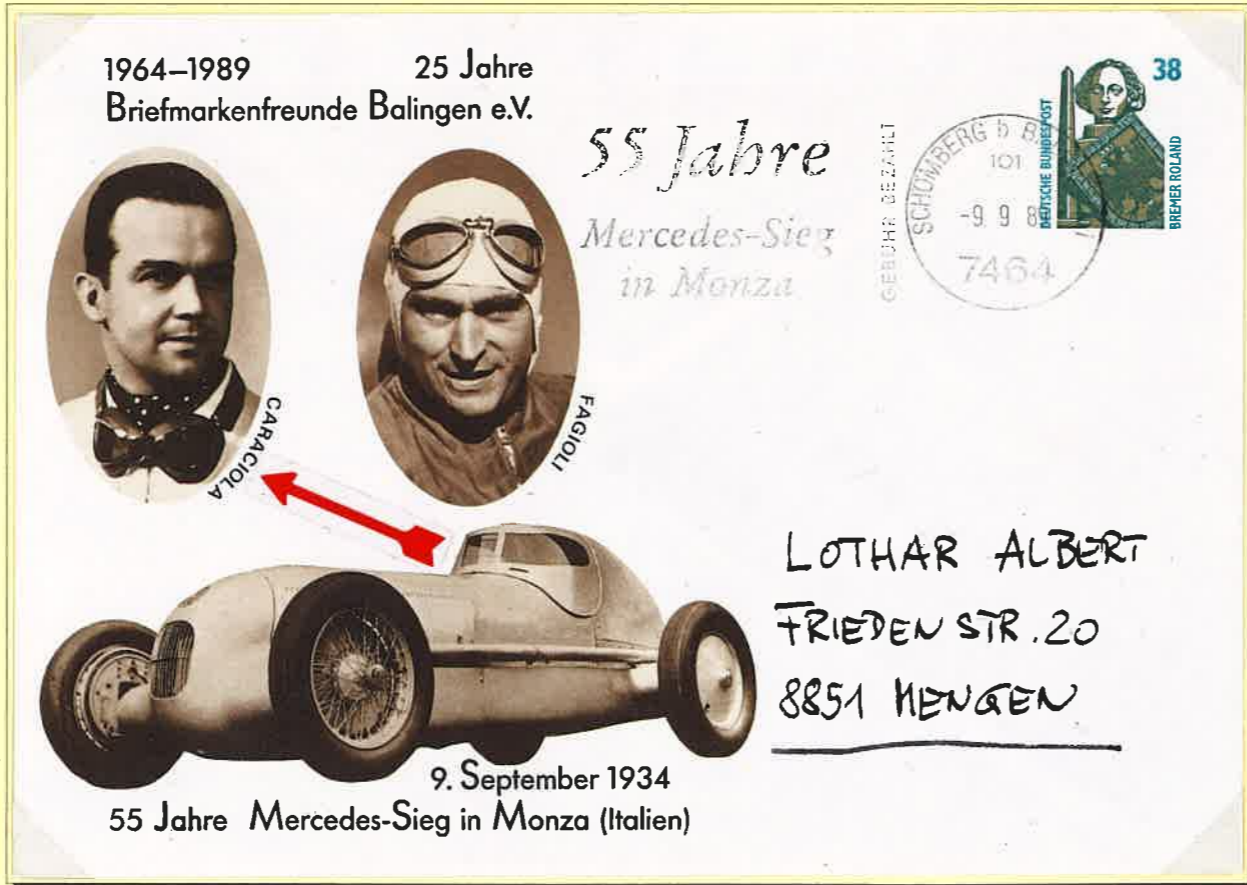
error at the stationery, one "C" is missing in Caracciola's name



right: Good luck at the drawing had Rudolf Caracciola. He started from the pole position.



left: Hans Stuck on Auto Union Type A (in wrong yellow color) has been placed from his company on position 4.



The last draw for starting position was made at the German Grand Prix 1936. There was a small difference with the draw for the starting position of the driver direct and not the position of the team.

personalized stamp



Bad luck at the drawing for Raymond Sommer on his Alfa Romeo Tipo B, only start place 20.

the colors of the overprint were on the left in red color (No. 83-86 Edifil-catalog ...



The independant gentleman Walter Rens started on an Bugatti T51 from place 12.

... printed in Madrid) and on the right in black color (No. 87-90 printed in Burgos)



for the filling of the war cash register stamps in the Spanish civil war in the city of Burgos were overprinted, each sheet had 100 stamps, the imprints were made without authorisation, the stamps were tolerated by the postal administration and letters with these stamps were carried without any problem



Five Mercedes-Benz W25K (left above) were at the start at their home Grand Prix.



4.4. Grid by qualifying session: the fastest starts from pole position

The car with the largest engine capacity gets the start number 1 for the 24 hours of Le Mans. Races were started until 1963 with the legendary Le Mans start. Right the cars, left the pilots, who run as fast as possible to their car and start the race.



left:
A Excelsior (left stamp) had with 5.3 litres the largest engine capacity and therefore start number 1. Andre Lagache and Rene Leonard won on a Chenard & Walker T5 sport from the 9th position the first 24 Hours in Le Mans.



Steve McQueen acted 1970 in the movie Le Mans the role of Michael Delaney. The movie had the character of a documentation. McQueen wanted to drive the race, got start number 26, but it was not allowed for him to take part at the race.



original stamp



non-perforated stamp



Roy Salvadori retired in 1959 with number 9 in his Aston Martin.

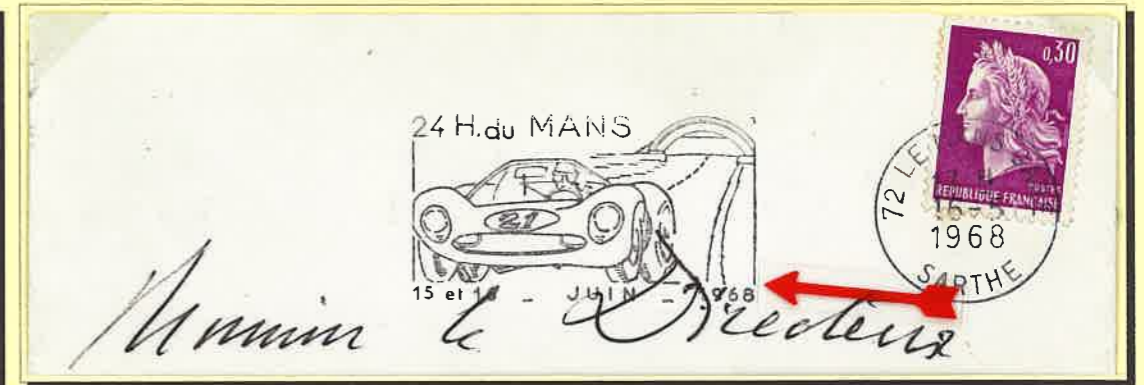


Henry Pescarolo laps on his Matra (15) a Porsche 911S (79) and wins in 1972.



Only 229 driven laps for the Spyker C8 Double 12R with start number 85.

the race was scheduled for the June 15th and 16th, 1968 (below right), but the race was postponed because of foot-and-mouth disease to September 28th and 29th (below left), by mistake was used only on 3 days, May 16th to 18th, the cancellation with the wrong date



Scene from the 1967 race, left a Chaparell 2 F with start number 7 and right a Ferrari 330P4 with number 21. As of 1963 was started after qualifying times, as of 1971 additional with flying start.

Painted artwork for a non-approved French stamp (right the issued stamp), on the back side are complaints from the French Post Minister, he wants to have a French car (Matra Simca) at the stamp, 70% copy from a part of the back side

Écrivez lisiblement les adresses Pour Paris indiquez le N° de l'Arrt pour la province le nom du Dép

CARNET DE 20 TIMBRES A 0,25 5fr

La 8-10 cv La 10-12 cv

Automobiles **DORIOT, FLANDRIN, PARANT**
165, 167, 169, 87 ST DENIS - COURBEVOIE (Seine)
Envoi franco d'un catalogue illustré sur demande

Nom: _____ Adr: _____

Indiquez votre nom et votre adresse au verso de l'enveloppe

booklet 1925, type Semeuse 25 Centimes in large format, series 82-A, issue for Algeria, 70 % copy of content



Three Doriot, Flandrin, Parant started in 1925 at the race. The engine capacity was only 1.1 litres and therefore start number 46-48.

Écrivez lisiblement les adresses Pour Paris indiquez le N° de l'Arrt pour la province le nom du Dép

CARNET DE 20 TIMBRES A 0,25 5fr

La 8-10 cv a quatre places

ÉCONOMIQUE ROBUSTE CONFORTABLE RAPIDE

"ARIÈS"
68, Champs Elysees PARIS (8e)

LIVRABLE SANS DÉLAIS EN TORPEDOS ET CONDUITES INTÉRIEURES

Indiquez votre nom et votre adresse au verso de l'enveloppe

booklet 1921, type Semeuse 25 Centimes in large format, series 64 and 78, 70 % copy of content



Start position 51 for the Aries 1.1, sixth place at the finish line in 1925.

REPUBLICQUE FRANÇAISE

0,90

24 HEURES DU MANS

Ne pas omettre "POSTES" et "1973"

issued stamp

One-two win in 1972 for Matra Simca MS670

↓

see Matra MS 670

Choir du Ministre
6/12/72
S B

Three teams started in 1967 with totally 7 Ford GT40 Mk IV. The 7.0 litres engine was the largest engine and therefore were fixed start position (and number) 1 to 7 for them. Roger McClusky and Frank Gardener with number 5 didn't see the finish line.

4.5. On the starting grid: celebrities, broly dollies and final adjustments

Before the race is started the broly dollies march in, in most cases dressed in traditional costume or tight vested. They show the drivers the right starting position with large boards. Now is time for the broly dollies to leave the start area.

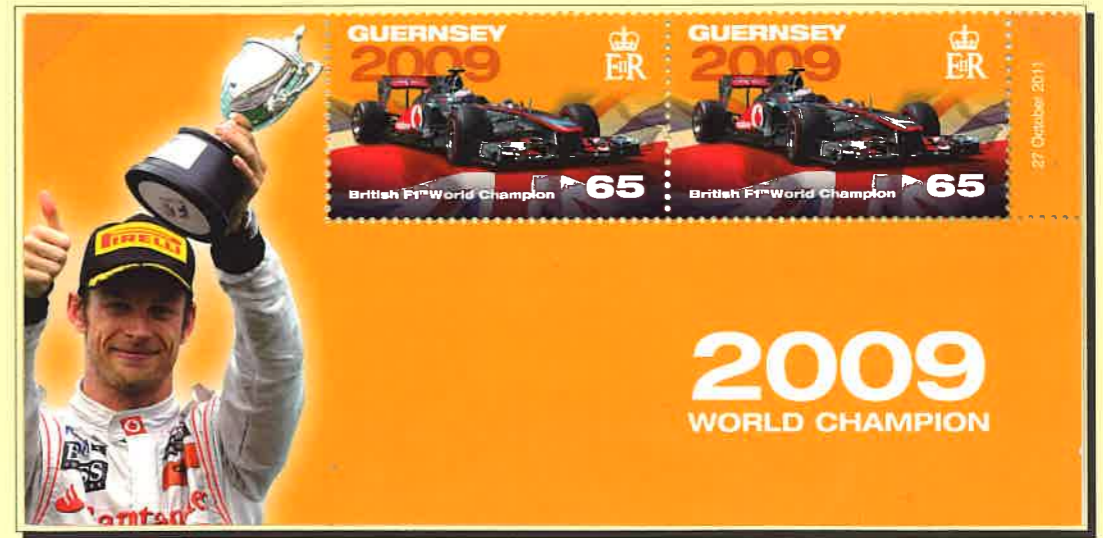


The starting grid should be used to concentrate on the following race. How's Marc Webber doing?

e-postcard, Austria, 70% copy of the imprint of a similar postage stamp



The first pit babe? Ely Beinhorn, wife of Bernd Rosemeyer.



Jenson Button is referred to as last playboy in Formula 1. After the marriage with his long-time girlfriend Jessica Michibata this is past.



Heidi Klum ex-girlfriend of Flavio Briatore (ex-team manager of team Bennetton) was often seen in the pits.

left: I couldn't focus me on the race by these outlook.



Rumors say that James Hunt often disappeared with pit chicks in back rooms shortly before the race.



Juan Manuel Fangio had great attraction on ladies.



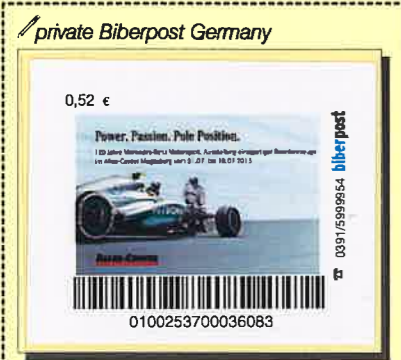
"I'm not a playboy" claimed Lewis Hamilton after the separation from Nicole Scherzinger.

Here we go! The pit is opened and the cars are arranged on the start-finish straight. For the mechanics the last chance to make adjustments to the car.

presentation folder Royal Mail England



first row : Nigel Mansell and James Hunt, second row: Jackie Stewart and Jim Clark, third row: Graham Hill and Sterling Moss



Pole position is called the first place at the starting line-up.



left: A tyre change is only till three minutes before the start possible.

Engineers are working at the left side on the car, broly dollies showing the drivers with large boards their start position.





5. The highlight of the day - the race

5.1. Who will get the best start: a good start is half the race

The race can be started in different ways. Normally the race will be launched with signals on a traffic light. The race begins behind the safety car when the weather is bad. Since 1970 the famous Le Mans start is no longer applied.



Standing start: the cars are standing one after another at the start line by the judge and were released with fixed time intervals into race.

page of a stamp book of the Austrian Postal Administration with personalized stamps

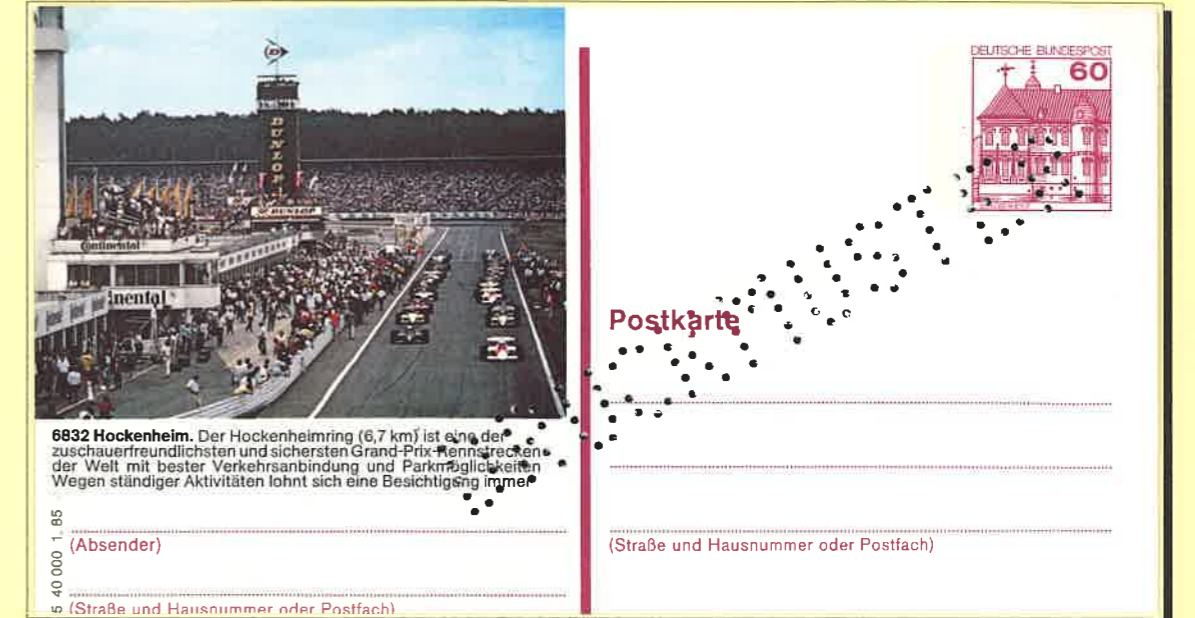


The famous **Le Mans-style start**, when the start flag dropped, drivers had to run across the track to their cars which were parked on the other side, climb in, start the car, and drive away to begin the race.



Shifted and still in a row of three placed await the drivers the start. The colors of the cars are partly incorrect. (Bugatti cars were allways in blue color, never red or yellow, see arrow).

"DRUCKMUSTER" specimen stationery, was sent for checking the layout to the ordering communities



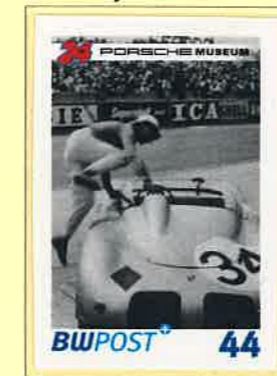
Lined up in two rows: Alain Prost could take advantage of his pole position and Elio de Angelis defended his second position (GP Germany at Hockenheim in 1984).

fancy cancel number 574 in the Loso-catalog, used by the 17th International Sweepstakes Automobile race on May 30th, 1929, only first-class mail was allowed und therefore no registered letters are known, the fancy cancels from the second generation (from about 1920) are only allowed to be used by fourth-class post officials



The **start** is one of the most critical situations during the race. Too many cars on usually too little space, especial in the first bend, leads to dangerous situations.

private Biberpost Germany



Innes Ireland tried to run as fast as possible to his diagonal parked Ford GT40 Mk.I to take up the race at **Le Mans** in 1966.



5.2. The fight for positions, duels and overtaking manoeuvres

Special attractions during a race are duels and overtaking manoeuvres. Velocity excess or red herrings are necessary for this. Mostly it is necessary for the overtaken driver to co-operate, otherwise we have a fender bender.

black-and-white photo essay of the accepted draft on cardboard, from designer E. Meerwald



The battle for victory in the late 1930s, Mercedes-Benz against Auto-Union.

overprinted issue



Mercedes Benz W154 against Auto-Union D ...

original stamp



... 480 hp versus 485 hp both with 12 cylinders.

Driving immediately behind, called slipstreaming, gives the follower an additional power boost and makes it much easier for him to overtake. With the new rules it may still not be possible today.

non-perforated specimen stamp



Two Porsche in slipstream driving; the rear driver uses for overtaking the calm air.

personalized stamp France



The winning Peugeot from Georges Boillot overtakes Bruce Brown on Fiat S74.



The long straight Ligne Droite des Hunaudières invites to overtake in Le Mans. Woolf Barnato (Bentley) against Lord Howe (Alfa Romeo) in 1930 and Tony Rolt (Jaguar) against Piere Levegh (Talbot) in 1953.



hand drawn artwork as a draft for the proposed issue "50th anniversary of the Nürburgring", the stamp wasn't issued after Niki Laudas accident one year before, the artwork was painted by the designer Paul Froizheim (e)



Duel between Christian Lautenschlager numer 35 at the back and JTC Moore-Brabanzon number 18. The co-drivers watched the racing situations and gave the driver the needed information.

original stamp



Manfred von Brauchitsch (winner of the race) against Rudolf Caracciola, second position at the finish line, in Monaco in 1937.

non-perforated proof on card



Caracciola leads (Mercedes-Benz) and is under attack by Rosemayer (Auto-Union) Swiss GP in 1936.



Jacky Ickx on Ferrari 312 fights with John Surtees in the Belgian GP in 1968 on Honda RA301.



At the end of the Hunaudières straight keeps the Ferrari 275 GTB his position (Le Mans 1966).



Helmut Marko on his Alfa Romeo wants to overtake Arturo Merzario on his Ferrari (Targa Florio 1972).



left side a scene from the opening race at the Nürburgring in 1927, a Mercedes (Rudolf Caracciola) fights against a Bugatti (Eckhart von Kalnein), right side a scene from 1975 with Niki Lauda in his Ferrari with start numer 12 in front of Carlos Pace (number 8) on Brabham BT45.

5.3. Pit stops: refuelling, repairs and tire changes

The pits are special separated areas near the race track for working on the cars. The tires have to be changed or repaired in case of a defect. At the beginning of racing directly on the track, in modern motorsport in the pits.

stamp "individuell" Germany



Repair of tires at Louis Renault's car at the Paris to Madrid race in 1903.

stamp "individuell" Germany



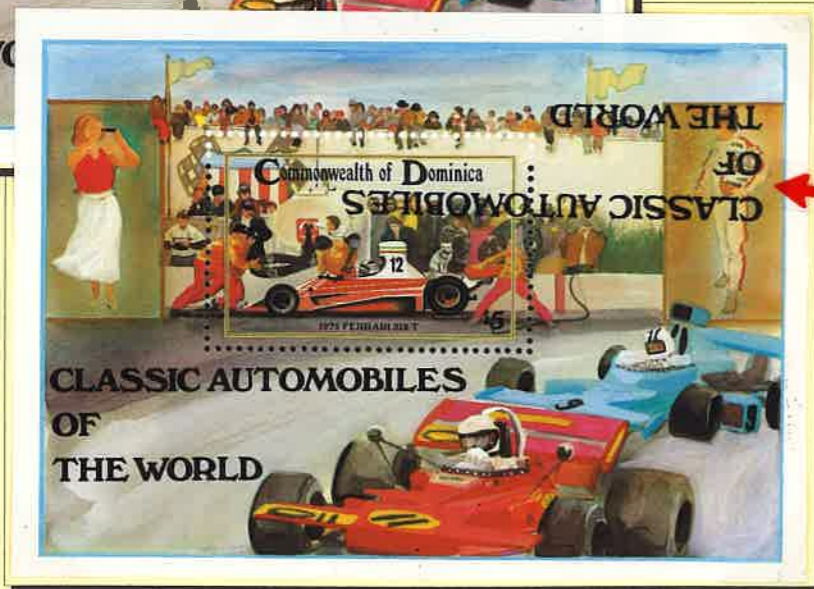
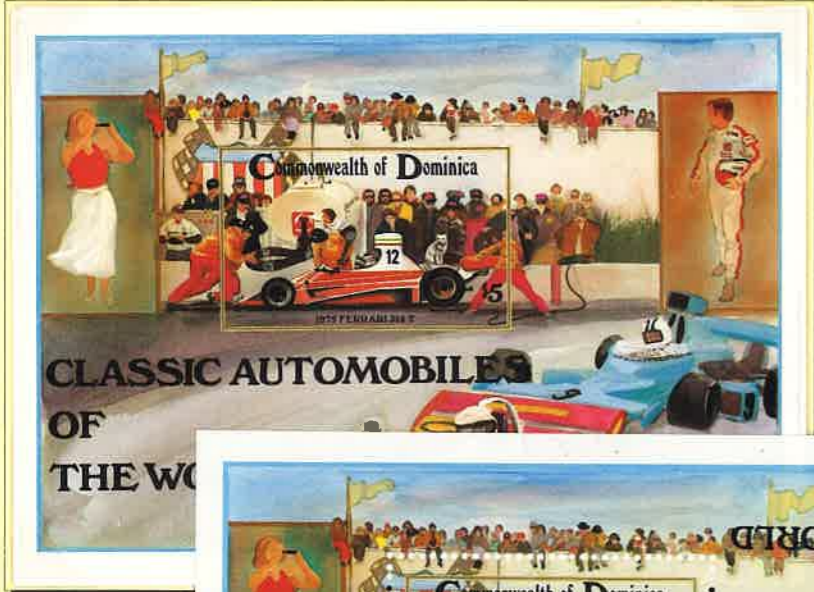
Felice Nazzari at a pit stop on his victorious Fiat, GP of France in 1907.

Germany and Liechtenstein, two countries, with the same image



With large display boards is indicated the necessary pit stop.

top: imperf proof sheetlet mounted on card-board
below: sheetlet with double imprint of the black inscriptions (upside down)



Niki Lauda with technical problems at the pit, but wrong background. The scene shows typical pit stop activities at the American NASCAR-Series.

issue for Trieste (AMG FTT stands for Allied Military Government Free Trieste Territory), only 2000 gutters were overprinted for Christmas 1953



left: original stamp



right: stamp with vertical perforation error (e)



left: stamp with weak blue color



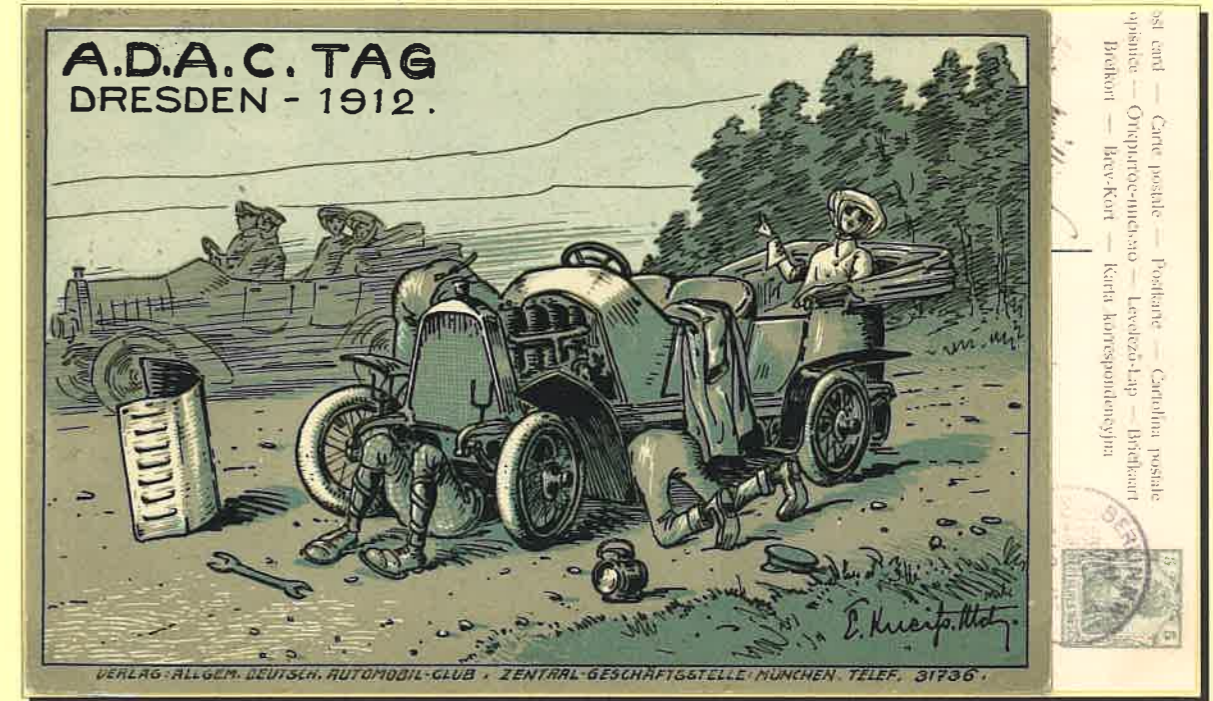
right: partly missing blue color

The fitter have to repair the damaged car body parts with the metal hammer.



Tire change and refueling at the same time on Hermann Lang's Mercedes-Benz W125 at the German Grand Prix in 1937.

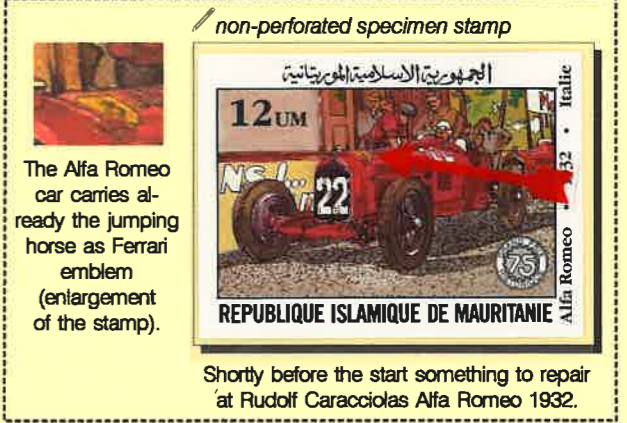
stationery printed on private order, set "Dresden, A.D.A.C.-Tag", in Ferch catalog listet under number PP 27 C146-01, one of the rarest private stationerys from that period, 70% copy from the front



Car repair directly at the track, three men are working to make the car run again.



Fangio stands at the pit for refueling and hopes to continue his race soon.



The Alfa Romeo car carries already the jumping horse as Ferrari emblem (enlargement of the stamp).

Shortly before the start something to repair at Rudolf Caracciolas Alfa Romeo 1932.



Pit lane with all pits of the legendary Masaryk circuit of Brno, Czech Republic.

5.4. Crashes: motorsport can be very dangerous

Technical defects, faulty reading of situations and cockiness of the drivers are the reasons for crashes in motorsport. Formula 1 is today very safe and most of the time only car body damage happens.



Le Mans 1955: Mike Hawthorn on his Lotus (right) overtakes very risky just before the pits Lance Macklin on Austin-Healy (middle) and the following Mercedes of Pierre Levegh (left) cannot avoid the accident. This resulted in 84 dead and countless injured, the most serious disaster in motorsport.



Hans Hermann, under the car, survived the accident uninjured at the AVUS.



In the background leaves a Williams racing car the circuit.



The Pole Robert Kubica had an bad accident at the Canadian GP in 2007.



In Monaco are removed the damaged cars with huge cranes away from the track.



Above leads still Peter Collins (number 26) on Ferrari at the Grand Prix of Monaco in 1957. On the left stamp he collides in a duel with the later winner Juan Manuel Fangio (number 32) at the harbor wall.

Post-paid Belgian post bank envelope served as cashless payment

specimen stamp



Eddie Rickenbacker, owner of the Indianapolis ...

stamp with shift-ed printing



... race track, drove in 1925 the self designed pace car a Rickenbacker 8.

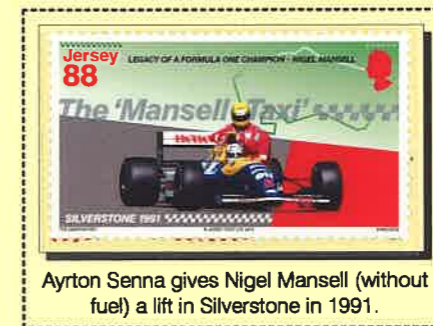
original stamp



In dangerous race situations takes the pace or safety car the lead in the race and all cars have to enqueue behind this. After removal of the dangerous parts leaves this car the race track and the race will be restarted.



Georges Durand founded after many race accidents in Le Mans the first legal expenses insurance "La Defense Automobile et Sportive".



Ayrton Senna gives Nigel Mansell (without fuel) a lift in Silverstone in 1991.



Who gives me a lift now? Ayrton Senna failed out in Spain in 1990.

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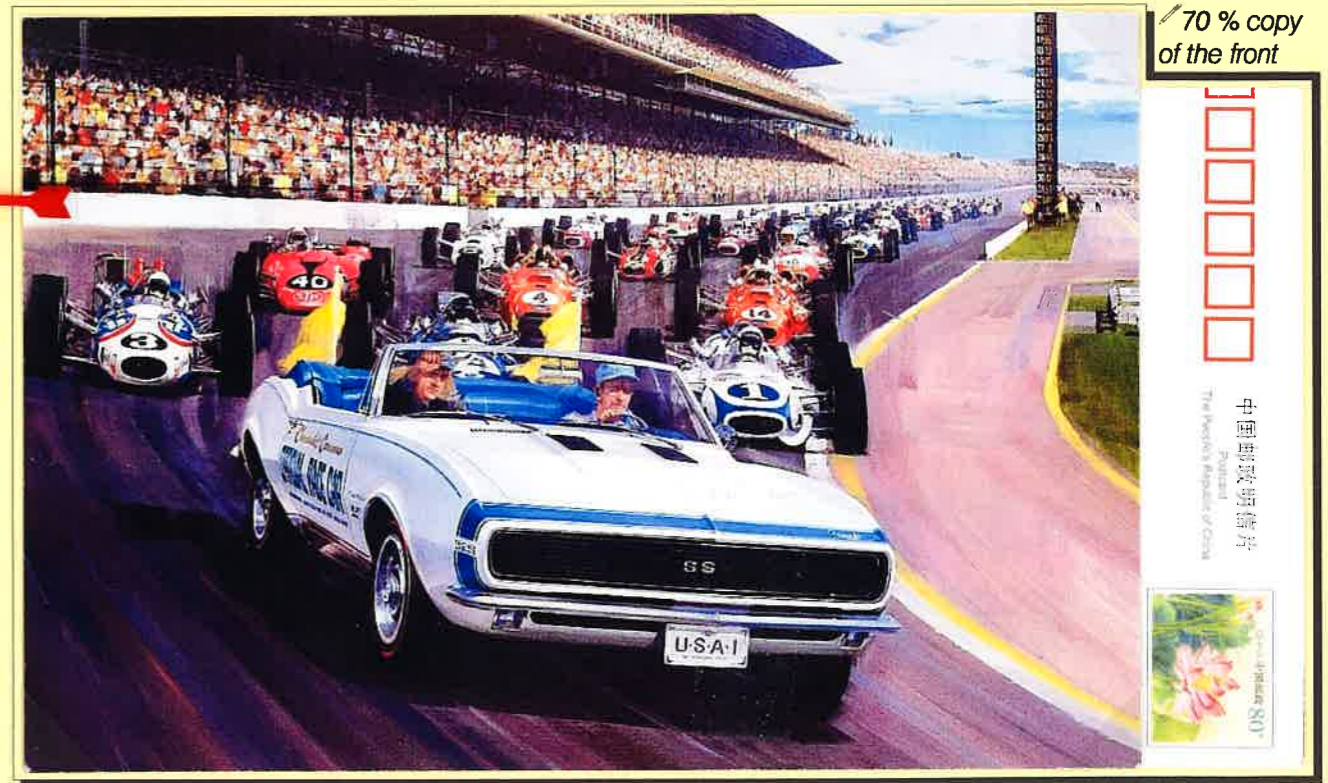
B. Be Wolf

It is important to remove damaged cars as quickly as possible from the track after an accident. The breakdown truck removes the defect race car with his large hook.

the names of the manufacturers are mixed-up, above stamp shows a Stutz and below stamp a Mercedes



Carl Fisher has driven in 1912 the Stutz Bearcat pace car around the Indy course.



In the American racing series sets the pace car the start and restart. At the wheel of the Chevrolet Camaro sits in year 1957 the two time Indy 500 winner Mauri Rose.

70 % copy of the front



5.5. The finish line: award ceremony - there can only be one winner

Races are finished by the black-and-white checkered flag. The winner will be celebrated after this in his lap of honour. The first three drivers and the winning team are honoured by trophies and special prizes.



The driver who sees the checkered flag first is ...



Lewis Hamilton crosses the black-and-white finish line.



Finish line in Le Mans in 1977.



... the winner of the race.



Nigel Mansell with the Union Jack at his lap of honor.



Winner cheers after finish line.

stamp "individuell" Germany



Alfred Neubauer motorsport manager of Mercedes-Benz threw his hat as Juan Manuel Fangio crossed the finish line.



The universal artist Hubert von Herkomer designed the winner's trophy for the Herkomer race in 1903. The trophy was made of 40 kilogram silver.

fancy cancel from Flint, Michigan on registered letter, cancellation was only possible on the March 1st, 1930, cancels with the same image were also used in Pontiac and Schererville, the materials were wood, cork, rubber or potatoes, 70 % copy of the back



The drivers are waving to the spectators and the marshals on their lap of honor.

telegram for the German-Bohemian territories of Czechoslovakia, series Tiskopis 770 Lx 9 c (IV-1937), with an official hand stamp "Vzor pro sberatele", which means as much as specimen for collectors, the hand stamp isn't known in the literature



Podací úřad _____ číslo _____ podán dne _____ 19__ v _____ h
Došel pod číslem _____

postage free field postcard from Freiburg 1904, the relevant postal administration accepted this field postcard as such, 70 % copy of the back



The Gordon Bennett trophy was a silver model of a car.

Soldatenpostkarte
gute Angelegenheit des ...
FREIBURG
18.2.05.2-3A

The victorious driver is proud to present his winner's trophy to the spectators after the race.



5.5. The finish line: award ceremony - there can only be one winner

There is champagne for the winning driver. In Moslem countries the winner is given a -bottle of rose water. In the temperant United States of America for example, Indianapolis celebrates the winning driver traditionally with milk.

personalized stamp



The victory will be celebrated with a champagne shower.



Clay Regazzoni celebrates with his trophy and Michael Schumacher with Champagne.



The champion stands on the highest step.

Empress Maria Feodorovna charity local postal letter 1899, series 21, printed in Saint Petersburg, used between 1899 and 1901, 136 different types were issued, each edition 3000 pieces, the reduced price was because of advertising 5 kopeks (instead of 7 kopeks) 70% copy of the front



Dan Gurney was the first driver who sprayed champagne after his victory. To this day is this tradition worldwide part of the victory ceremony.



Each winner of the Indianapolis 500 gets, for quenching his thirst, after the crossing of the finish line a bottle of milk.



In Muslim countries will be handed over rose water in special vases to the winning driver.

How do you live Formula 1? Myself, almost all -at home in front of the television with three exceptions up to now. The races are held mostly on Sunday afternoons, so the possibility to fall asleep, is very high!

non-perforated stamp



Even in Africa, Rwanda, is Formula 1 shown on TV.

self-adhesive stamp



In Australia was the RaceCam invented which delivers spectacular views out of the cockpit.

original stamp



The "Österreichische Rundfunk" is the Austrian broadcaster for Formula 1 since the sixties.

stamp with missing red imprint in the ORF-logo, with first day cancellation



I fall asleep always if RTL broadcasts a Formula 1 race.

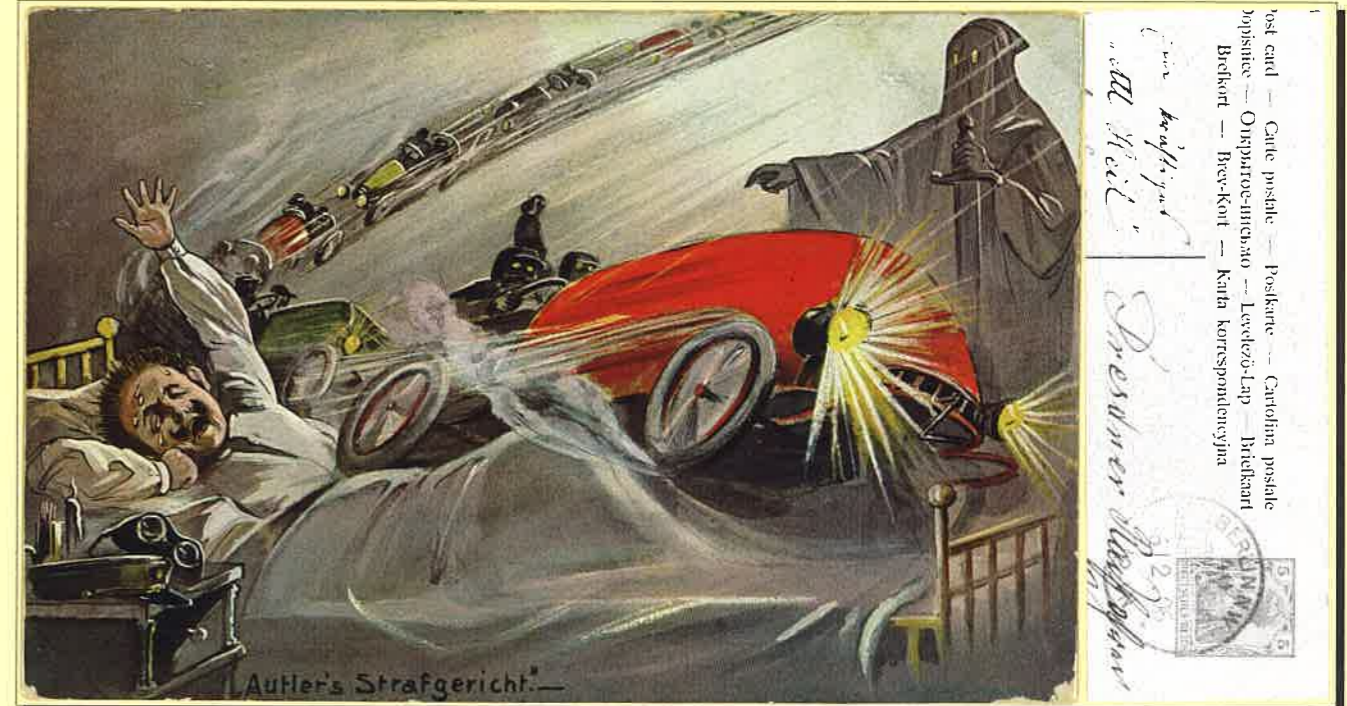


Sportel is the national broadcaster for Formula 1 in Monaco.



Please reduce your speed at the street on the day after the race.

stationery printed on private order, set "automobile joke cards", in Ferch catalog listed under number PP 20 E1-02, cancelled at the automobile exhibition 1906 in Berlin, 70 % copy from the front



In front of the TV I fall mostley asleep and in my deepest dreams the race cars are driving through my head.