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To be less than a hundredth of a second behind or ahead of your closest competitor after sometimes hours of racing? Jerez was only the second Grand Prix of the season, but all were driving as if the title was up for grabs there and then. The racing was stellar, a three-way battle for the lead. Prost faded in the latter stages, to eventually finish 21 seconds adrift. He then slipstreamed up the finishing straight and dashed out to take the flag. Slipstreaming ruled that September day, and the top five were masters at it. The lead changed almost every lap as they pulled away from the pack. On the final lap, Peter Gethin came from fourth to steal the lead from Ronnie Peterson by a hundredth of a second. Dale Earnhardt Jr had led for most of it, but behind him pairs of cars had collided and fallen by the wayside. Towards the end it boiled down to a two-horse race: They crossed the line together in more ways than one. Indy Lights was the feeder series for IndyCar, basically a gang of ferocious young upstarts wanting to make a good impression. Alex Lloyd, a year-old Brit, was head-to-head with American Logan Gomez, just 19, on the final lap. View the finish from one side, and it looks like Lloyd has won; from the other, the win belongs to Gomez. Plato, by the width of his front bumper, is through for the win. Dempsey vs Chaves, Firestone Freedom , Indianapolis, 0. Through the final turn Dempsey slipstreams up behind Chaves, makes for the gap and the four cars cross the line abreast. Dempsey wins by perhaps three inches. Toni Elias only won a single one in his entire career - but it was a bit of a humdinger. Portugal , and Elias was running third going into the last lap on his Honda. But, with his contract likely to expire at the end of the season, he was riding like a man possessed. He dived down the inside of Rossi and Kenny Roberts Jr at turn one and made the move stick. He shadowed Rossi and kept it pinned through the final turns, drafting him onto the straight. Castroneves vs Dixon, Indy , Chicagoland, 0. The timing screen was wrong. Apparently when IndyCar finishes are less then 0. The news was in fact broken to a predictably overexcited Castroneves by a reporter on live TV. All relatively standard fare, even if it was at the time the second-closest finish in IndyCar history. What made it properly remarkable was that Castroneves had started stock last of the 28 cars and fought his way through for a fairytale victory. But on this occasion, both cars made it to the quarter-mile line. At precisely the same moment. Allen Johnson had the faster time down the quarter-mile at 6. The organiser claimed its timing gear would measure to a millionth of a second, but chose not to share the final decimal places. The final gap between them?

Chapter 2 : History of auto racing - Wikipedia

Part 1 "The Heroic Days". A film depicting the world of automobile racing from - Original film is housed at the AACA Library & Research Center in.

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The first prearranged match race of two self-powered road vehicles over a prescribed route occurred at 4: It was won by the carriage of Isaac Watt Boulton , one of six he said he had run over the years, perhaps driven by his year-old son, James W. Schmidt and perhaps driven by Schmidt. The reports do not indicate who was driving, since both were violating the red-flag law then fully in force. These were solid fired steam carriages. The Wisconsin legislature passed an act in offering a substantial purse for the first US motor race, which was run on July 16, , over a mile course from Green Bay to Appleton, Oshkosh, Waupun, Watertown, Fort Atkinson and Janesville, then turning north and ending in Madison. Only two actually competed: It was won by Georges Bouton of the De Dion-Bouton Company in a car he had constructed with Albert, the Comte de Dion , but as he was the only competitor to show up, it is rather difficult to call it a race. By the time they reached Brest , the winning cyclist, Charles Terront , was already back in Paris. One hundred and two competitors paid a franc entrance fee. The entrants ranged from serious manufacturers like Peugeot , Panhard , or De Dion to amateur owners; only 25 were selected for the main race. The official winners were Peugeot and Panhard as cars were judged on their speed, handling and safety characteristics. The official winner was Paul Koechlin in a Peugeot. Frank Duryea won the race in 7 hours and 53 minutes, beating the other five entrants. An international competition, between nations rather than individuals, began with the Gordon Bennett Cup in auto racing. The Parisian artist Ernest Montaut and his wife, Marguerite, faithfully documented the rapidly changing face of motorised transportation in Europe. They produced large numbers of posters and prints published by Mabileau et Cie, covering racing events involving motorcars, aircraft, dirigibles and speedboats. These images formed a valuable contribution to the history of transport, and particularly to its racing aspect. Nine fatalities caused the French government to stop the race in Bordeaux and ban open-road racing. Five cars took part in the race, which was won by the Italian Prince Scipione Borghese in a 7, cc The longest automobile race in history, with Paris as the finish line, was the New York to Paris Race. The American Thomas Flyer driven by George Schuster was declared the winner of the epic 22, mile race in days The first purpose-built racing circuits[edit] The Milwaukee Mile is the second-oldest motor racing track in the world still in existence, with racing being held there since It was not purposely built for motor racing, however. It started as a one-mile 1. The first closed-circuit automobile race was held on September 7, at the Narragansett Trotting Park in Cranston, Rhode Island , [12] and was won by an electric car built by the Riker Electric Vehicle Company. Knoxville Raceway in Knoxville, Iowa , is the oldest racing venue, and one of the most prestigious, in the United States. It was built in the late s at the Marion County Fairgrounds in Iowa. It was built for a horse-racing track, just like the Milwaukee Mile. Although sanctioned races were not held until , one automobile race was held in The race was not good because of the wind; but in , the first Knoxville Nationals was won by Roy Robbins. Now the Nationals are sanctioned by the World of Outlaws. From to , a one-mile dirt oval track was run on Brunots Island, just south of Pittsburgh on the Ohio River. On September 10, , Rex Reinersten was fatally injured in a crash there. A remaining section of the Brooklands track in Brooklands , in Surrey, was the first purpose-built motor racing venue, opening in June Brooklands was also a centre of the aviation industry, with Vickers setting up a factory and aerodrome there during World War I. The racing circuit was closed in as war-time aircraft production took over. Damage done to the track during World War II meant the track never reopened for racing. Competition gradually spread to other parts of the British Empire. Lord Curzon, the Viceroy, gave his consent to the event. Extensive use of aluminum alloys was required to achieve light weight, and in the case of the Mercedes, the paint was removed to satisfy the weight limitation, producing the famous Silver Arrows. The Strictly Stock division was put on hold as American automobile manufacturers were unable to produce family sedans quickly enough to keep up with post-World War II demand. Over a period of more than a decade, modifications for both safety and

performance were allowed, and by the mids, the vehicles were purpose-built race cars with a stock-appearing body. The combination of mostly British chassis and American V8 engines gave rise to the Can-Am series in the s and s. Clubmans provided much entertainment at club-racing level from the s into the s, and John Webb revived interest in big sports prototypes with Thundersports in the s. Group 4 Grand Touring Cars and Group 5 Special Production Cars became the premier form of s ports car racing from , with prototypes going into a general decline apart from Porsche domination at Le Mans and a lower-key series of races for smaller two-litre Group 6 prototypes. Reynolds Tobacco Company cigarette brand Winston. In the USA, the IMSA Camel GTP series boasted close competition between huge fields of manufacturer-backed teams and privateer squads – the cars were technically similar to Group Cs but used a sliding scale of weights and engine capacities to try to limit performance. The FIA attempted to make Group C into a virtual "two seater Grand Prix" format in the early s, with engine rules in common with F1, short race distances, and a schedule dovetailing with that of the F1 rounds. Australian Production Car Championship was first contested in , with the inaugural champion determined from the results of two races held at the Winton Motor Raceway in Victoria on September Winston Cup Series underwent a large boom in popularity in the s. The FISA decided to separate the rally cars into three classes: Group B was introduced by the FIA in as a replacement for both Group 4 modified grand touring and Group 5 touring prototype cars.

Chapter 3 : Auto Racing: The History of Auto Racing

Auto racing (also known as car racing, motor racing, or automobile racing) is a motorsport involving the racing of automobiles for competition. Auto racing has existed since the invention of the automobile.

Whether you are a keen and long-time follower of sports car racing, or are a novice convert to our branch of motor racing you have probably noticed that events are conducted somewhat differently in the various countries that grace the international calendar. The variations are the most pronounced when comparing the sport on either side of the Atlantic, but country-to-country distinctions are often readily apparent as well. Sometimes the national peculiarities are subtle and only become apparent after seeing or participating in many events. Other idiosyncratic features are far more glaring. To point out just a few examples: European road courses are generally smoother than their American kin; American races tend to be littered with periods of neutralization, less so in the Old World. A frequent objective Stateside is to keep the racing close. This has rarely been a priority in Europe. There are varying degrees of passion about sports car racing throughout Europe, while it rarely is noticed on the American radar. Japanese racing, thus far the only major player in Asia, tends to be a hybrid. This unending variety in the conduct and philosophy about sports car racing has its origins back in the dawn of the automotive age – indeed one can trace it back much further. These divergent practices have deep historic roots, some borne of long-term trends and others from the imprint of key individuals, the great automotive pioneers. In the beginning, there was a void that was filled once the second car was built and motor racing began. Three national hearths of the automobile could readily be recognized: Germany, France, and Italy – more or less in that order. The British automobile industry arose a short time later while the U. There was nothing remotely equivalent to standardization. Sources of fuel, driving mechanisms, driver controls, auxiliary components, lubrication methods and seating configurations were all quite unsettled and subject to continuing trial and error. Reliability was measured by whether a motor car could make it unscathed from one end of a village to the other. It is little wonder that early competitions were less speed events than they were tests of mechanical survival. Until subsequent advancements in mass production by Ford, Olds and others, it remained mostly a toy of the wealthy. It was not altogether different in the early years. At the time there were a relatively large number of low-volume artisanal constructors all vying for sales. Benz Dos a Dos The genesis of what we today called the automobile can be readily traced to the Stuttgart area. Along with parts of England and Scotland, it was one of the most fertile areas of industrial development during the 19th century. The dense network of suppliers, vendors, designers and venture capital created interaction that spawned such great minds as Karl Benz, Gottlieb Daimler, Robert Bosch, and August Otto. Benz is regarded as the creator of the first viable internal combustion powered automobile, Bosch is called the father of the magneto, Daimler created several advances in drive mechanisms and Otto perfected the four-stroke motor. However, French industry of the period did not have the locus of activity that the Stuttgart nexus did and it would be east of the Rhine where the industry had its first toehold. The fledgling German constructors remained a practical lot, focused on perfecting techniques before becoming too concerned with production, and most certainly not at all with excessive display of their wares in competition. Although Germany had the jump on developing and perfecting 19th century automotive technology, there was little or no opportunity for motor racing there. The industrialized areas tended to be along river valleys which had few roads, most of the commerce being by marine or rail traffic. Besides, Herr Benz and the rest were more intent on experimenting and perfecting the exciting new mechanical possibilities than in flailing the cars with abandon. Most of the German automotive pioneers arose out of the well-trained engineering elite that had arisen earlier in the 19th century. His electric-petrol hybrid and 4-wheel drive innovations were decades ahead of their time. When Germany gained a second wind in national and international racing it was again Porsche at the forefront. Benz contracted him to design the Tropfenwagen, destined to become the first working mid-engine race car. It was not the last such car to come off of his drafting table. The situation was quite different in France. Once you are north and west of the Massif Central, the countryside is relatively flat. There are good roads dating from at least the Napoleonic era, if not all the way back to the Romans. As in Germany,

some of the French automotive pioneers were also of the engineering class but they were often assisted by a cadre of gentlemen of aristocratic leanings with considerable interest, both technical and financial, in the new found enterprise. As was noted, some of the early inventions claimed by the Germans had already been conceived independently in France, but had never been brought to fruition there. While the Germans worked on making propulsion systems function, the French focus was on how best to traverse the still rough roads. This is why people such as Jules-Albert de Dion and Rene Panhard made some of the early advances in suspension design. Key elements in making these early French cars viable in motor sport were the inventions of Andre Michelin: Panhard and his automotive constructor partner, Emile Levassor, were winners of some of the early city-to-city races which became popular in France during the 1890s, including the Paris-Rouen event of July, 1894. It is generally considered as the most important race of the decade. These point-to-point competitions spread to the neighboring countries of Belgium and Spain and were important showcases for the manufacturers. It remained dominated by the French companies, with some inroads by Germans, Italians and the nascent Belgian automotive industry. This was the first great era of motor racing and it is worth noting that back then there was certainly no distinction between sports cars and any other type of racing machines. That distinction only began to emerge very gradually just prior to World War I, then became generally recognized during the inter-war decades, and only became fully codified after WWII. But what did begin to arise already during the 1890s was that cars built for competition had different standards than those for the, still quite small, general market. Otto Salzer The city-to-city racing era is remembered primarily for a series of bad accidents which claimed the lives of not only crew members, but many spectators. We may now think of speeds of miles per hour as laughable, but recall that braking technology was the laggard in the mix—barely beyond that of the horse-drawn carriage. It was not until late in this period that Louis Renault perfected the drum brake. Equally significant, the vast throngs of the public who were so enraptured by the spectacle had never seen motor vehicles, much less ridden in, or driven one. Therefore, they had as much concept of the notion of speed as the proverbial deer in the headlights. The mayhem that ensued led to a rethink from which emerged the notion of closed circuit racing, where again France was a key player, establishing the permanent circuit at Le Mans. France was also the source of possibly the first marque designed primarily for racing, the Darracq. It was the Ferrari of its day, winning many events, especially the hillclimbs and long-distance trials popular during the naught decade of the 20th century. What became the Talbot-Lago was perhaps the epitome of the French ethos to merge racing performance with top level design, styling, and usefulness on the road. No survey of French racing history is complete without covering the work of Ettore and Jean Bugatti. They are remembered primarily for building many successful Grand Prix cars that dominated for several years in the 1920s. Bugatti was one of the most prolific racing marques of the period and was among the first to develop a separate line of sports racers. France was also the source of a brief early flirtation with smaller, cheaper production cars for racing. Called voitures, they were primarily chain drive and intended for both road and track usage. However, they proved too fragile and were not price-competitive with sturdier cars that were built later; for example, British cars like Austin. Dick Seamen Delage The Great Depression of the 1930s, the poor state of the post-WWII French economy, and draconian tax laws all combined to kill off the excellent French racing and production industry that had existed before. To some extent the post-WWII Italian sporting scene was similar that of France in the preceding decades, combining styling and performance into a very desirable package. In the days before the EU and UN, France was the center of the universe for all matters diplomatic or cultural, as any French person will proudly confirm. Thus it came to be that Paris too became the star around which all motor racing organization revolved. While Italy too was an early racing superpower, it did not begin to truly rise until the turn of the last century. The impetus came not from the mainland but rather from Vincenzo Florio of Palermo. Automotive engines were exceedingly inefficient and one method to overcome this was simply to build ever larger motors, hoping that the marginal increase in horsepower would offset the extra weight. This was a particular trait of early Italian cars, with several Fiats exceeding 10 liters in displacement and a model topping out an amazing 28, cc. Others took a more refined approach, perhaps most notably the products of Felice Nazzaro. Along with his former employer, Vincenzo Lancia, these two constructors swept many of the early national events. Lancia Lambda I MMR While the Lancia marque lived

on, Nazzaro was one of so many that were household names a century ago but have since slipped into history. This amazing race initially covered a circuit of 72 kilometers around the Madonie Mountains. Although it was shortened twice during its history it was held most every year until the end of s and along with the 24 Hours of Le Mans is considered among the most epic of sports car racing venues. A third great sports car racing classic, the Mille Miglia, could only have been held on Italian soil. Although not held since , it remains a tale of awe that this race really did take place. It featured a complete circuit of the northern half of the country, from Brescia to Rome and back, through villages, across stone bridges, past fields, and up over mountain passes, with throngs of spectators at every bend. Over cars participated each year from tiny touring cars to the latest sports-racers. Graced by star drivers such as Tazio Nuvolari and team management by Enzo Ferrari, it became supremely successful. Completing the Italian racing constellation were the cars of the Maserati brothers. The early Italian automotive legacy was a quilt of ambitious enthusiasts, some creative inventors, and a driving passion that fueled the sport. It was also a place where to be seen at races was as important as it was to see races. Early Italian circuit events, hill climbs and trials became watering holes for the elite. Before leaving the Continent, spare a thought for an important but sometimes forgotten national pioneer of automobiles, Belgium. The small country has always had a disproportionate interest in the sporting aspects of motor cars. While the Le Mans circuit has the longest continual history as a closed course, the concept actually had its genesis at a location in the Ardennes, not far from the present day Spa-Francorchamps venue. There was a modest degree of manufacturing in the country with marques such as Minerva, Excelsior, and Imperia achieved some racing success. The last named company has a unique legacy. In a land of limited open space, Imperias were tested on a circuit built on the roofs of the factory buildings. Performance motoring in Britain was stymied by reactions to the new beast. Enough horses, children and church-goers were frightened that the infamous Red Flag Statute was enacted. If you thought a stop-and-hold penalty at the end of pit lane is severe, how about having to be preceded by a flag-waving pedestrian on every lap? With large crowds at most events, Brooklands made its version of European racing a spectacle.

Chapter 4 : The History of Motor Racing s - A Very British Era DVD : Duke Video

The 's was a magnificent era in which motor racing truly 'came of age'. It was during this golden decade that some of the world's most influential manufacturers and drivers made their mark, leaving us with an extensive archive of dazzling technical innovation and exciting characters.

Harley-Davidson followed in Early contests were held on horse-racing ovals and bicycle velodromes, but around wooden tracks built specifically for cars and motorcycles began to appear in Los Angeles and then elsewhere. It was in that a livery worker named Ashley Franklin Van Order moved from Illinois to Southern California so he could ride his motorcycle year-round. Van Order took a job selling Harley-Davidsons and began riding competitively, but his racing career was cut short soon afterward by an accident, followed by an ultimatum. The races must have been spectacular for people who were accustomed to thinking of horsepower in terms of actual horses. The bikes were designed to run fast, and that was about it: The tracks, called motordromes, came in various sizesâ€”a circuit of a mile and a quarter occupied the current site of the Beverly Wilshire Hotel in Beverly Hillsâ€”and were made of lengths of 2-by-2 and 2-by-4 lumber with rough-cut surfaces. The turns were severely banked, allowing riders to reach speeds of more than miles an hour. Crashes were frequent and horrificâ€”riders who went down faced being impaled by splintersâ€”and often fatal. Spectators shared in the risk: On one particularly lethal day in , several observersâ€”from four to six, accounts varyâ€”were killed along with Eddie Hasha and another rider at a motordrome in Newark, New Jersey, when Hasha lost control of his bike and slammed into the crowd. Yet people flocked to the races at board tracks from Denver to Milwaukee to Long Island. Falco says he included a Van Order image in the exhibition to give audiences a sense of the thrill of board-track racing. The action photos are remarkable, given that they were shot on relatively slow-speed glass negatives, and the portraits endure as graceful studies of youthful ardor. Perhaps the novelty wore off; certainly the carnage was appalling. Race officials and the motorcycle manufacturers that sponsored racing teams tried to implement measures to slow down the bikes, but that went nowhere. He wrote a column about the old days for Motorcyclist magazine and founded a club called the Trailblazers, whose sole purpose, says Bolingmo, was to get the surviving board-track racers together once a year for a dinner. Van Order continued his column through the early s, when declining health forced him to stop. His glass-plate negatives remained in a box for most of those years. He made copies of many of the images on modern film shortly before he died in , at age 68, and the material passed to his daughter. Today the original negatives and restored images reside with Jim Bolingmo Jr. David Schonauer is the former editor in chief of American Photo and has written about visual culture for several magazines. Van Order stopped racing after a crash and picked up a camera, haunting venues such as Ascot Speedway near Los Angeles. Van Order Many of the tracks Van Order frequented were built of wood and banked to enable riders to go faster. Van Order A portrait of what the Los Angeles Times called "two-wheel speed demons" at the "local saucer. Van Order Like this article?

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See Article History Alternative Title: It includes Grand Prix racing , speedway racing , stock-car racing , sports-car racing , drag racing , midget-car racing , and karting , as well as hill climbs and trials see hill climb ; see also rally driving ; gymkhana. The first organized automobile competition, a reliability test in from Paris to Rouen , France , a distance of about 80 km 50 mi , was won with an average speed of In the first true race was held, from Paris to Bordeaux , France, and back, a distance of 1, km. The winner made an average speed of Organized automobile racing began in the United States with an km race from Chicago to Evanston , Illinois , and back on Thanksgiving Day in Both early races were sponsored by newspapers for promotional purposes. In Europe , town-to-town races in France , or from France to other countries, became the norm until when authorities stopped the Paris-to-Madrid race at Bordeaux because of the large number of accidents. Such racing, governed by the Automobile Club de France founded in , came to prevail in Europe except for England , Wales , and Scotland. By racers had achieved speeds of more than Danger to spectators, racers, and livestock on roads not built for the automobile, let alone racing, ultimately caused road races to decrease in number. A notable exception was the Mille Miglia , which was not stopped until International racing in the modern sense began after James Gordon Bennett , owner of The New York Herald, offered a trophy to be competed for annually by national automobile clubs, racing three cars each that had been built of parts made in the respective countries. The first Targa Florio was run in Sicily the same year and thereafter except during wartime at distances varying from 72 to 1, km. Vanderbilt, the New York sportsman, established a trophy raced for on Long Island from through except for at distances ranging from to km. After World War I , racing became too specialized for the use of production cars, though occasionally high-performance touring cars were stripped of their bodies and fitted with special seats, fuel tanks, and tires for racing. Still later stock-car racing in started with standard models modified for racing. Speedway racing The first speedway purpose-built for automobile racing was constructed in at Brooklands, near Weybridge, Surrey , England. The track was a 4. Sprint, relay, endurance, and handicap races were run at Brooklands, as well as long-distance runs 1, km in Twenty-four hour races were held in –” Brooklands closed in Possibly the best known speedway is the 4-km Indianapolis Motor Speedway at Speedway, near Indianapolis, which opened as an unpaved track in but was paved with brick for the first Indianapolis in , the race continuing thereafter except during wartime. Oval, banked board tracks, first used before World War I, were popular in the United States throughout the s. Both before and after that decade unpaved dirt tracks of half-mile and mile lengths were in use. Racing cars heading down a straightaway during the Indianapolis race. Indiana Tourism American, European, and international racing After the first Grand Prix race in France in and the first Indianapolis race in , automobile racing was essentially different in Europe and in North America until in the s Grand Prix racing was organized worldwide. Hot-rod racing, particularly drag racing , a rapid-acceleration contest on a quarter-mile strip, originated in the United States in the s in the southern California desert. Hot-rod cars originally were modified stock cars, but they ultimately became, like other racing cars, highly specialized. R acing with midget cars began in the United States in the s and with even smaller cars, called karts , in the s. Karts were also later raced in England, throughout the rest of Europe , and in Australia, New Zealand, and Japan, with international competition from the s. Sports-car racing , both amateur and professional, became popular in the United States in the late s, the earliest cars being European-made. Amateur members mainly compete in local rallies and gymkhanas , but general public interest is mainly in the professional races. Off-road racing , held in the western deserts of the United States from the s and in Baja California , Mexico , is notable for the Baja and the Mexican mile races. Unlike most European and other countries, the United States has no single automobile racing body. The governing bodies noted above for various kinds of racing are members of the Automobile Competition Committee for the United States-FIA, basically an advisory and liaison organization. Grand Prix

After the first French Grand Prix race of at Le Mans, a frequent early venue and also the site of 24 Hours of Le Mans , the race was run in and then not again until The first Italian Grand Prix was run in The cars of each nation were all painted one colour for easy identification: French, blue; Italian, red; German, white; and British, green. Entries were made by manufacturers, usually two or three cars, and drivers were professional. Races were on closed circuits of 5 or 6 km to a lap with total distances of from to km. Through French and Italian manufacturers won most frequently, but throughout the rest of the s, German manufacturers dominated. Racing resumed in , and from the late s British-made cars were dominant. A championship for Formula I car manufacturers was begun in Rally driving Racing over specified routes, the driver being kept on course by a navigator between checkpoints, began in with a Peking-to-Paris race of about 12, km. The Monte-Carlo Rally from various starting points began in and continued thereafter except for wartime interruptions. Weekend rallies came to be common worldwide, ranging from those held by local auto clubs to those sponsored by larger organizations. Speed In almost all kinds of racing, speed has been the preeminent goal, although concern for safety by governing bodies has prevented a steady climb in speeds. Nevertheless, speed has risen from In Grand Prix racing, where the terrain and number of curves vary, speeds are somewhat lower. In the s, land-speed record attempts deserted the tracks and courses for special desert or beach strips, and cars were designed for the record alone. Winners of the Daytona A list of Daytona winners is provided in the table.

Chapter 6 : History of Motor Racing s Download : Duke Video

I love this DVD, it covers the era of Motor Racing I grew up with. The cars, the sad history of drivers that lost their lives. If you are really a motor racing fan this would be a great follow up from the '50's History.

Formula 1 racing takes center stage throughout Europe and is expanding internationally, where icons like Michael Schumacher have captivated crowds. Yet there are many other forms of racing, including touring car, production car, rally car, karting, and more. The History of Auto Racing Auto racing traces its roots to the creation of the first petrol-fuelled autos in the late 19th century. The Paris magazine Le Petit Journal initiated the first automobile race in The sport quickly spread to the United States, where the first race traversed about 54 miles of Illinois and took the winner more than 10 hours to complete. As the sport evolved it differentiated, as some cars were made lighter, packed with superchargers, and made more aerodynamic. Now rally cars, stock cars, production cars, funny cars, and more all race under their own unique rules and specifications. The Internet can help you keep up with the different branches of this sport, all with their own rich histories. The latter two names can also characterize motorcycle racing, so if you want to narrow your search, do not use them. Because of the growing popularity of auto racing in the United States and throughout the world, sites devoted to some aspect of the history of this sport are plentiful. But everyday people who have a passion for the sport create the great majority of these sites, and as a result, there are a lot of issues with legitimacy. So certainly do not be afraid to peruse these potentially rich sources, but pay attention to who the source is. Not every site listed on its "Links" page is worth your time, but if you are looking for a wide variety of choices, this is the place to go. The Discovery Channel offers this quick guide to the different kinds of auto racing. The exhibit is a great place to begin learning about the history of American auto racing. The site consists of drawings and photos to accompany the history, starting with the birth of racing in Europe and continuing to the present day, when there are races involving fuel-efficient vehicles. The general Grand Prix history section details the formation of auto racing and particularly GP racing in a comprehensive, easy-to-understand manner. The site lists 26 Grand Prix Hall of Famers, each with a concise history and numerous photos. However, all of the information may not be percent accurate as the foreword by Doug Nye warns , so be careful with your analysis of the details. Plenty of photographs help to round out the information. The site describes the origins of the track and its decline during the Depression and World War II, feuds, famous families, and bios. There is even a list of deaths at the racetrack, including racers, mechanics, and spectators.

Chapter 7 : History of Motor Racing in s [New DVD] | eBay

'Generally speaking, history tends to be on the dry side, but fortunately the historical side of motor racing is anything but dry. It is rather fascinating to look back along the years to see how the sport in Australia has developed.

Formula One is a European-based series that runs only street circuit and race tracks. These cars are heavily based around technology and their aerodynamics. The season ends with the crowning of the World Championship for drivers and constructors. In single-seater open-wheel , the wheels are not covered, and the cars often have aerofoil wings front and rear to produce downforce and enhance adhesion to the track. In Europe and Asia, open-wheeled racing is commonly referred to as "Formula", with appropriate hierarchical suffixes. In North America, the "Formula" terminology is not followed with the exception of F1. The cars have traditionally been similar though less technologically sophisticated than F1 cars , with more restrictions on technology aimed at controlling costs. The other major international single-seater racing series is Formula 2 formerly known as Formula and GP2 Series. Domestic, or country-specific, series include Formula Three and Formula Renault, with the leading introductory series being Formula Ford. There exist many amateur racing clubs. Each series caters for a section of the market, with some primarily providing low-cost racing, while others aim for an authentic experience using the same regulations as the professional series BRSCC F3. There are other categories of single-seater racing, including kart racing , which employs a small, low-cost machine on small tracks. Many of the current top drivers began their careers in karts. Formula Ford represents the most popular first open-wheel category for up-and-coming drivers stepping up from karts. The series is still the preferred option, as it has introduced an aero package and slicks, allowing the junior drivers to gain experience in a race car with dynamics closer F1. The Star Mazda Series is another entry-level series. This also develops other soft skills, such as teamwork, while promoting motorsport and engineering. The group was an assemblage of drivers from different racing disciplines and formed for an MTV reality pilot, which was shot at Mazda Raceway Laguna Seca. In December , the FIA gave approval to Superleague Formula racing, which debuted in , whereby the racing teams are owned and run by prominent sports clubs such as A. Milan and Liverpool F. After 25 years away from the sport, former Formula 2 champion Jonathan Palmer reopened the F2 category again; most drivers have graduated from the Formula Palmer Audi series. Touring car racing[edit] Main article: It often features full-contact racing due to the small speed differentials and large grids. The National Auto Sport Association also provides a venue for amateurs to compete in home-built factory-derived vehicles on various local circuits. Sports car racing[edit] FIA GT1 at Silverstone in In sports car racing , production-derived versions of sports cars , also known as grand tourers GTs , and purpose-built sports prototype cars compete within their respective classes on closed circuits. There are also national GT championships using mainly GT3 and GT4 cars featuring professional and amateur drivers alike. They are closed-wheel and often closed-cockpit purpose-built race cars intended mainly for endurance racing. They have much lower weight and more down force compared to GT cars, making them much faster. Due to the performance difference between production-based sports cars and purpose-built sports prototypes, one race usually involves several racing classes, each fighting for their own championship.

Chapter 8 : Auto racing - Wikipedia

Shell History Of Motor Racing - Volume 6 - The Champions () This is the most comprehensive history of motor sport from to ss and is widely regarded by some as the best Motor Sport documentary Series ever made.

Chapter 9 : THE HISTORY OF MOTOR RACING. | eBay

History of auto racing The Milwaukee Mile is the second-oldest motor racing track in the world still in existence, with racing being held there since It was.