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SPEEDWAY



*The Race of Two Worlds at Monza brought together the best cars from North America and Europe. But due to a drivers' boycott, at its first running the European contingent consisted of just three Le Mans Jaguars.*



through woods, as its most dangerous features, and I believe that, if it is impossible to provide banking sufficient to take the more powerful racing car at the peak of its performance, it would be better if the banking were done away with altogether. This, however, is merely a personal expression of opinion with which probably many people would not agree. Certain, however, it is that any driver who enters a race at Monza should be a man of great experience, otherwise the way to disaster is easy."

In 1928 tragedy struck Monza. The first ever serious accident in Italian motor racing history occurred when a collision on the main straight during the Italian Grand Prix claimed the lives of driver Emilio Materassi and twenty-seven spectators.

The full combined circuit was used for Grand Prix racing again in 1932. But only a year later the dangers of the track became all too apparent, a day that has gone down in history as Black Sunday. There was a record crowd at the 1933 Italian Grand Prix, fully expecting to see a pair of great races: the Italian Grand Prix on the combined course, and the Monza Grand Prix on the banked oval.

A light drizzle hung in the air on race morning, and lasted throughout the race on the combined course. The afternoon's oval races were to be run over three fourteen lap heats and a final, rather like a late model race meeting today. The first heat ran without major incident until the ninth lap, when the Duesenberg driven by the then-president of Scuderia Ferrari, Count Trossi, blew its engine on the southern turn, reportedly dumping around four gallons of oil on the circuit. Another driver, Guy Moll, spun on the oil and subsequently complained to the officials about the dangerous condition of the track. Little was done other than dusting the spill with some sand.

The grid for the next heat included racing hero Giuseppe Campari, who had elected to sit out the Italian Grand Prix in the morning to concentrate on the afternoon's races. As the cars were pushed up to their grid positions, the Italian ace's appearance was hailed by the partisan crowd. Shouts of "Campari, Campari, Negher, Negher," were received with a wave, and the Royal box acknowledged his arrival with a fascist salute. (Negher was Campari's nickname due to his very dark skin.) He had recently announced his impending retirement from racing to start a singing career.





*Jody Ridley takes the spoils at MGR after winning a Sportsman race.*

Angels were approaching. The lead bike was a three-wheeler with Janis standing up on the back of it, waving and drinking a bottle of Jack Daniels. They got close to the stage and she got up and stumbled twice trying to get to the microphones. She finally screams, 'Who f\*\*king wants to hear some rock 'n' roll?' and shoots a handgun into the air," reveals one of those who was present.

There were special and memorable moments for many in the crowd, which they will probably never forget. Though few will have much recollection of the track, a year later Bobby Allison won the final cup race at Middle Georgia. NASCAR had moved on, but racing had not.



*The pace car at Middle Georgia Raceway.*

