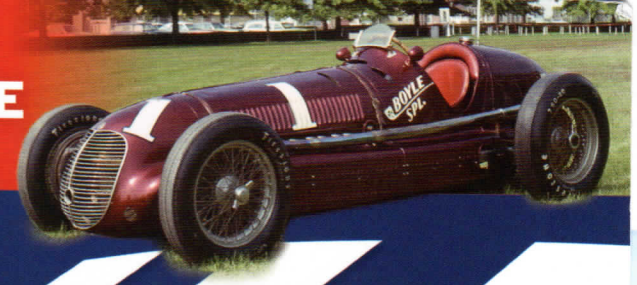


**JOHN FITCH -**  
"I always wanted  
to go fast!"



**MASERATI'S  
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# Vintage Motorsport

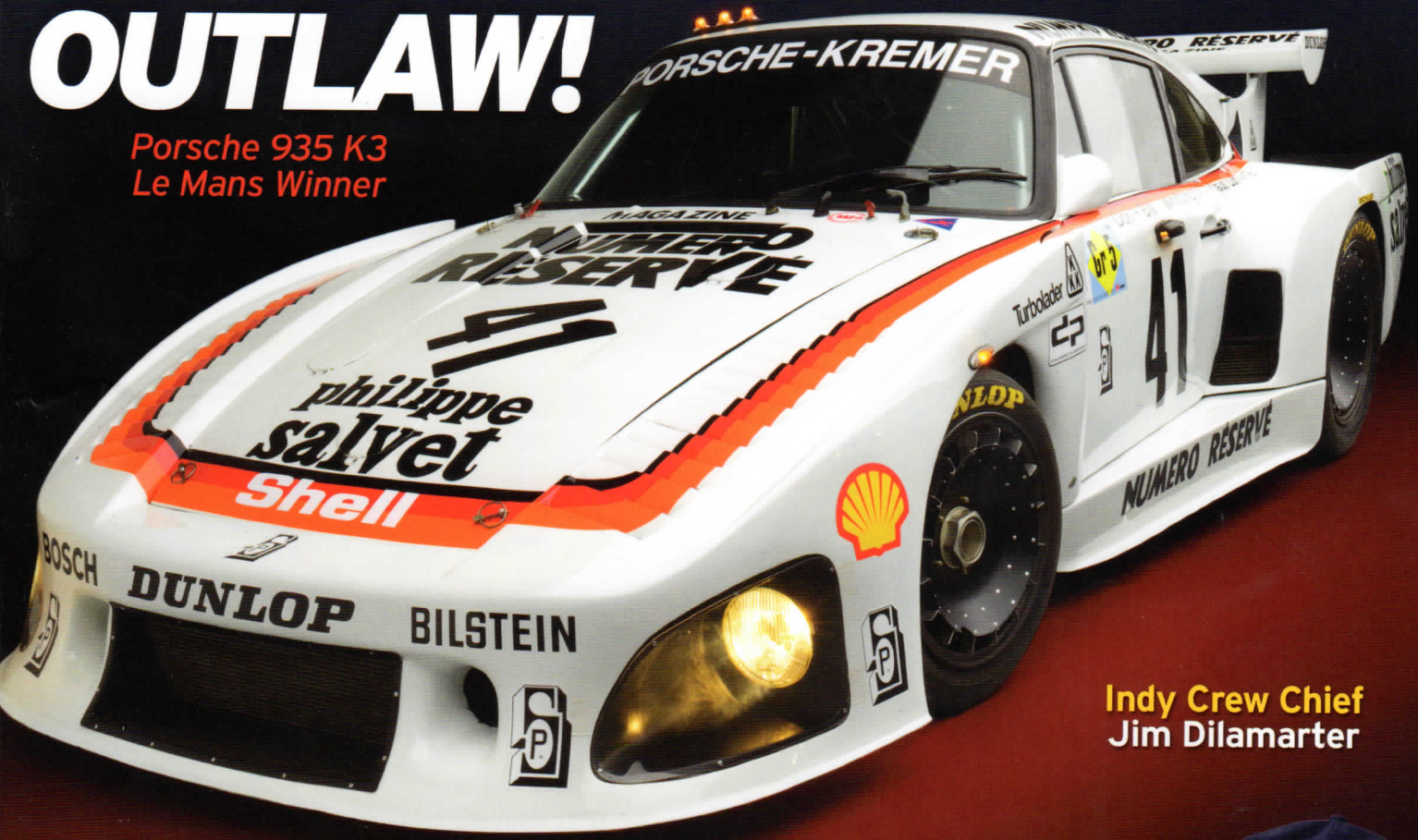
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## OUTLAW!

Porsche 935 K3  
Le Mans Winner



Indy Crew Chief  
Jim Dilamarter

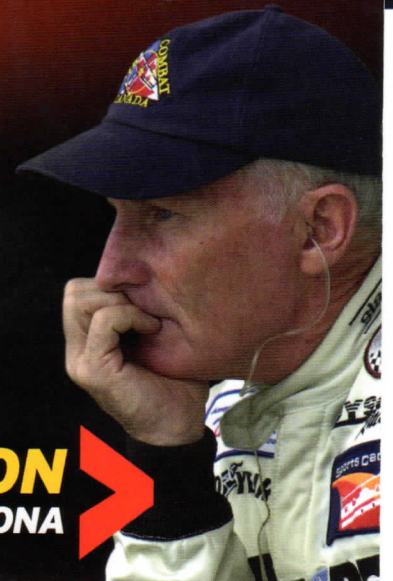
**CORVETTE RACING**  
The 1950s



**Spa-Francorchamps**  
Fastest of All?

### EVENT COVERAGE

- CSRG Charity Challenge • HSR Daytona
- NHRA Hot Rod Reunion • HMSA Coronado
- VSCDA Elkhart Lake • SVRA Watkins Glen



My Favorite Race:

**ELLIOTT FORBES-ROBINSON**  
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# Vintage GP Visits Circuit of the Americas



## Historic Grand Prix Tackles COTA

Austin, TX—Historic Grand Prix® celebrated the return of Formula One™ to the United States with a stunning 30-car field at Circuit of The America's 2012 Formula 1 United States Grand Prix in Austin, Texas, November 16-18, 2012.

Dan Marvin, from Berkeley, CA, driving Kathy Reilly's 1974 Brabham BT-44 started 4th, sliced into the lead on lap 4 and led the field home in the 10-lap race in front of a crowd of more than 50,000 fans.

Pole-sitter, David Martinez, from Monterrey, Mexico, driving Rudi Junco's 1980 Arrows A3 just squeaked into 2nd place, the car stopping just past the checkered flag. Martinez was clearly the quick combination at the very challenging COTA track, but an intermittent misfire leveled the field with Marvin's older, non-ground effect Brabham and produced a fantastic race.

Texas native Charles Nearburg from Dallas, driving his 1980 Williams FW-07B was a very close 3rd, followed by Erich Joiner, 1983 Williams FW-08C, Chris Bender, 1982 March 821 and Arie Luyendyk, 1979 McLaren M-29. Nearburg, along with all the HGP drivers, was full of praise for the circuit and the entire event. "This is truly a world-class facility, maybe the best in F1. COTA, and Austin, can be very proud of what they have done here," he said.

The HGP race was as much a celebration of the greatest years of Formula 1 as a closely fought race. In the field was a Chris Amon Ferrari 312-69, a Jacky Ickx Ferrari 312-B2, a Clay Regazzoni Ferrari 312-B4, Jackie Oliver's Shadow DN-1, James Hunt's McLaren M-23, Niki Lauda's Ferrari 312 T2, Jody Scheckter's Tyrrell P-34, a pair of Mario Andretti's iconic "Black Beauty" Lotus 79s, as well as Mario's Parnelli VPJ/4 and Lotus 77, Alan Jones' Williams FW-07B, Keke Rosberg's Williams FW-08 and Gilles Villeneuve's Ferrari 312 T5.

The race was remarkable for the high caliber of the 30-car field and the fact all 30 started the race after two 30-minute

practice/qualifying sessions, all without incident of any description. There were two mechanical DNFs in the race, 28 finishers and 21 on the lead lap.

HGP director James King had a fine race in his 1976 March 761, running as high as 5th until a fuel feed stumble dropped him to 8th. He had only praise for the event, "I am so proud of our HGP group to have raced so well and produced an event worthy of a full FIA World Championship venue. The performance of the drivers and teams was ample reward for the comprehensive organizational efforts required. It was a fantastic event," he said.

With the field limited to 30 cars, HGP had the difficult task of declining 12 entries from the 42 received. It was a strong vote of confidence for Formula 1 racing in the USA and for the depth of enthusiasm among vintage F1 car owners.

HGP® is a 12-year-old organization which produces race events for F1 cars of the 3-liter era, 1966-1983. The historically correct presentation of the cars and disciplined, fast, on-track performance is the organization's

hallmark. HGP directors King, Rebecca Evans and Phil Reilly are ably supported by chief steward Carl Jensen, registrar Nancy Wheeler, tech inspector Ben Farrant and trusted advisor, Chris Locke.

## IMS Honors Its Fans

Indianapolis—Three-time Indianapolis 500 winners Johnny Rutherford and Bobby Unser were the attractions as crowds lined up recently for Fan Appreciation Night at the IMS Hall of Fame Museum.

One fan told of his family creating "500"-themed displays at the Town of Speedway's public library each May. He was born the day Rutherford won the "500" in 1973.

One Unser fan said he always wished he had gotten a taste of the famous chili Mom Unser cooked up each May.

Speaking about the importance of the fans, Unser exclaimed, "I get a lot of energy from [them]...they are really what makes racing." A fan of his, known as the "little gum girl," often brought him Doublemint gum at races.

"Fans are the backbone of racing," Rutherford added. "If it weren't for the fans,

## AMELIA CONCOURS TO CELEBRATE EXCELLENCE OF HARRY MILLER

Jacksonville, FL—The Amelia Island Concours d'Elegance will honor the brilliance of American race car designer and builder Harry Miller on March 10, 2013.

The 18th annual Amelia Island Concours d'Elegance will celebrate the Miller's first win in the Indianapolis 500. Harry Miller's brilliant and jewel-like "122" racing car won the first of 11

victories by Miller cars and engines in America's greatest race.

"When people talk about Harry Miller's work, the word 'genius' always surfaces," said Bill Warner, founder and chairman of the Amelia Concours. "After seeing his work up close, it's easy to understand why."

Harry Miller's attention to the most minute detail was stunning. He was obsessive about quality. Even the smallest components of his cars, engines and carburetors were finished to jewelers' standards, even

when no one, not even the customer, would see the finished products of his dedication to excellence and mechanical perfection.

"We're honored to have Dana Mecum, the president of The Friends of Harry Miller, as a part of our Miller celebration for 2013," said Warner, "They organize the spectacular Millers at Milwaukee meet on the Milwaukee Mile every July.

He's bringing the only Miller V16. His guidance and enthusiasm have been invaluable."

Warner expects at least a dozen rare Miller racers at Amelia, including one of only five "two-man" V8 Miller-Fords designed and constructed for Ford Motor Company's assault on the Indy 500 in the mid-1930s.

The Miller-derived 4-cylinder Offenhauser "Offy" engine went on to win 25 Indianapolis 500 mile races and remained competitive a century after Harry Miller's birth.



PHOTO: PETER HARRHOLDT