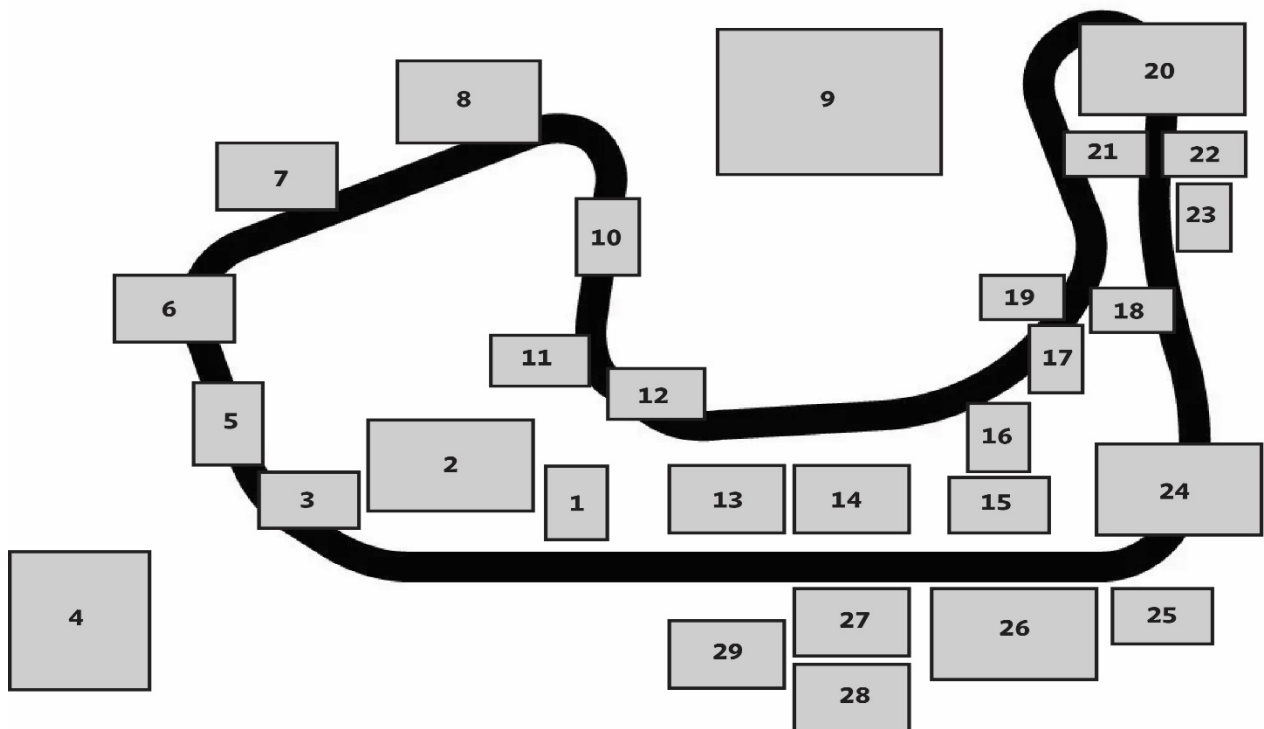




MAP & KEY



1. Flag situated on the Chevron Bridge Stanchion For big races, more than 50,000 people would show up and cars would be parked a mile away. The photograph depicts a gathering of onlookers enjoying race day.



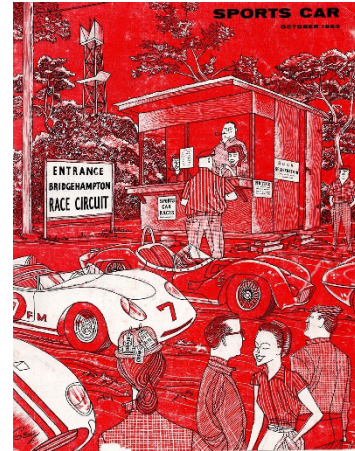
2. International stars called Bridgehampton's blind, high speed, "double-apex" turn 1 "the most challenging turn in American racing." Here is the Pace Lap for the 1966 Can Am race with America's best sports car racer Dan Gurney in the blue Lola Ford leading world champion John Surtees of England and Bruce McLaren. Gurney won. Note lack of safety controls for spectators.



3. Turn 1 – "double-apex" turn – downhill



4. The registration booth at the track entrance on Millstone Road was the place to see and be seen. This illustration depicts some of America's best-known racers and promoters in the early 1960s



5. Mario Andretti locks up his brakes to avoid a spinning car in the most dangerous part of the track.



6. Club racers Turn 1



7. In the 1970s, Bridgehampton was the scene of professional motorcycle racing. Frequently blowing sand was a hazard for bike racers.



8. A gaggle of Can-Am cars head down this short straight which ends in a diving right-hander. Credit: Douglas Mesney.



9. Founders of the track – taken on December 20, 1954, The BRRC directors pose with their sign announcing that the track would begin operations in the Fall of 1955.



10. The 1966 Can-Am is about to get underway. Dan Gurney in blue Lola, world champion John Surtees and Bruce McLaren lead the pack. Gurney would win, in Ford's only victory in America's premiere road racing series.



11. Exiting Echo Valley, you had lots of grip in this blind uphill left-hander.



12. Uphill turn out of Echo Valley.



13. In 1967, for \$3, anyone could buy a pit pass and take part in the action. Here, Ferrari's most powerful race car driven by Formula 1 ace Ludovico Scarfiotti gets new tires before the 1967 Can-Am.



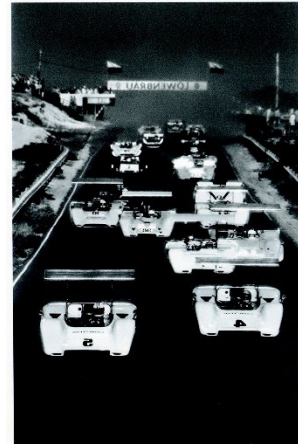
14. Before press agents and motorhomes, anyone could approach world class driver/constructors such as New Zealand's Bruce McLaren. Bruce won pole at his last Bridgehampton race, and was to die in testing several months later



15. Meager administration buildings and grandstands with seats salvaged from the New York Polo Grounds characterized the main straight. Here too was the Circuit Club, where membership cost \$5 and you could have martinis at the bar with farmers, racers, and celebrity fans such as actor Paul Newman and writer Truman Capote



16. Soft focus on 14,000 horsepower. Start of the 1969 Can-Am race, with Bruce McLaren's #4 McLaren Chevy in pole. These cars ran at nearly 190 mph down the 3000-foot long straight. Behind is the Lowenbrau pedestrian bridge. Credit: Douglas Mesney, Car and Driver magazine.



17. Jim Hall's Chaparral leads Bruce into the hairpin in front of a crowd on Krom Overlook in 1968. Credit: Pete Lyons.



18. Powerful Corvettes were an ideal weapon for Bridgehampton, a power track. But when these heavy cars shot off course, you could see the trees bending. Here Gene Felton has a bad day.



19. In addition to being extremely fast, Bridgehampton was very bumpy. This downhill was the roughest, bumpiest part of the track.



20. Texan Jim Hall was the first to mount a wing on a race car in 1966 at Bridgehampton. Soon, all the fastest race cars had them. In the background is the Morton National Wildlife Refuge. Credit: Pete Lyons



21. Beautiful view



22. Chevrolet clandestinely helped engineer the winning Chaparrals. Here the two Chaparrals lead the pack up the hill out of the hairpin.



23. Part of the reason for the exit of professional racing at Bridgehampton in 1970 (in addition to hurricanes and financial mismanagement) was that it was easy to sneak onto the track without paying. Here Sag Harbor kids find a convenient vantage point.



24. Bridgehampton's final turn, crucial to a fast lap, was the scene of frequent flips. Here the yellow flag comes out as a Corvette Stingray does some landscaping in the sand. Peaceful Sag Harbor lies in the background.



25. The Goodyear Blimp



26. Green flag for the 1967 Can-Am and a huge crowd, as seen from the Good Year blimp.



27. Bridgehampton was the site of NASCAR's first ever road race. Here "King" Richard Petty in the blue #43 and other NASCAR stars line up for the 1964 edition. Heavy, and lacking good brakes, the stockers frequently ended up in the sand.



28. Long Island's own Bobby Brown in his Lola. A fierce competitor.



29. Starting grid for the 1967 U.S. Road Racing Championship race.

