

FROM THE RIAM PADDOCK...



EAGLE

1966 AAR Indy Works Eagle #201

All American Racers was formed by Dan Gurney & Carroll Shelby in late 1964 with the backing of Goodyear tires. Goodyear's motivation for backing AAR was for entrée to the Indy 500 as a tire manufacturer. Years earlier, the Firestone Tire Company had pulled a fast one on Goodyear convincing every Goodyear shod Indy team to switch camp on the eve of the 500. Goodyear was not going to stung like this again and their answer was to provide direct support and establishment of a race team in All America Racers.

Chassis #201 is one of the most important Eagles ever built, it was the very first Eagle to be completed and the ultimate ancestor of a long and successful line of AAR Eagle Indy cars. Due to time constraints, Len Terry's monocoque Eagle design was based upon the '65 Indy-winning Lotus 38. Time was of the essence, so while the original plans called for the F1 and Indy Eagles to be different, in the end, the first iterations of both were essentially identical.

The monocoque tub was double walled both for stiffness and to make room for fuel cells between the walls. Four bulkheads defined the shape and strengthened the pickup points for the rocker arm front suspension with inboard springs & shocks and for the rear suspension with its lower wishbone, single upper link and long trailing arms. Brakes were the same 12 1/2" Girling discs used in the F1 car.

The 4-cam Ford Indy V8 made about 475 horsepower from the 75 gallons of methanol on board in both the integral tanks and an add-on tank grafted to the left (inside) flank that was added for race day at the 500. Power was driven via a simple, albeit robust, four-speed LG500 Hewland transaxle.

Early Eagles had one major distinctive feature, the aggressive hooked raptor's beak shape of the nose and radiator air intake, a design feature that Gurney attributes to the artistic talents of his father. Both effective and emblematic, it is one of the finest design elements of any single-seat racing car in history.

Indy Eagle #201 made its public debut at Indy in 1966 driven by Dan Gurney. Owing to clutch adjustment issues, Dan was only able to



Above: 3 historic Eagles at Monterey 2010, #31 a '66 Indy; #42 a '69 Indy; #23 a '67 F1.
Below: Dan prepares for the 1966 Indy 500.

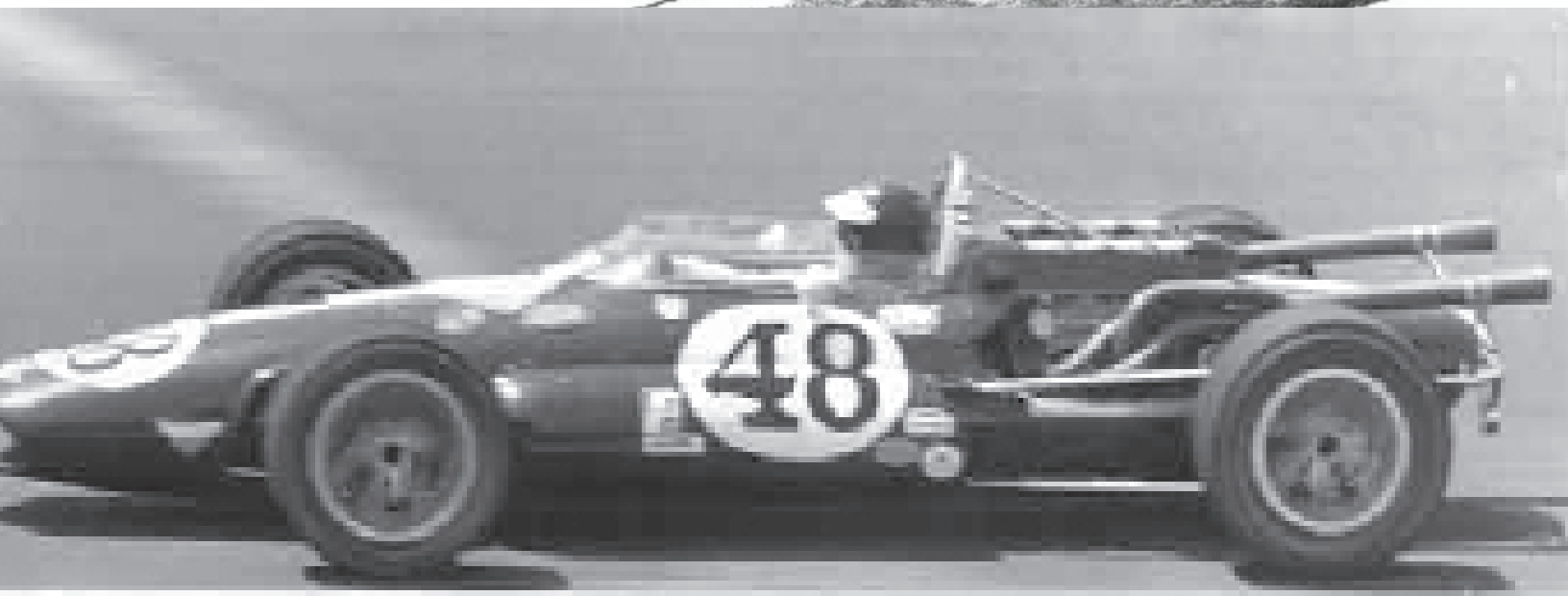
qualify and therefore start in nineteenth place. Bad luck arose during the start and Dan was caught in the infamous mid-pack melee on the opening lap that took out a third of the Indy field. The left front suspension was torn from the Eagle during this shunt thus ending Dan's Indy Eagle debut at the start. Chassis #201 had a long service career, next driven at the 1967 Indy 500 by Jochim Rindt, it continued to be campaigned all the way into the early 1970s by privateers such as Carl Williams and Bentley Warren.

In the mid-'90s Bob Sutherland had the Eagle restored by Jim Robbins. It was later acquired by Joe McPherson in 1997. The car was purchased by Doug Magnon for display at the Riverside International Automotive Museum. Restoration was undertaken for the 100th anniversary of the Indy 500 next May 2011.



You can see Eagle #201 when you visit RIAM. This is also the same car we featured in our the Turn 9 issue, Fall 2008 that was utilized to prove to USAC officials that Indy cars could run road courses, opening the door for the Rex Mays series and all future Indy road races.

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TOP: The start of the 1966 Indy 500 took out a third of the field, including Dan at the wheel of Chassis #201.

CENTER: Jocham Rindt takes his turn at the wheel for AAR in chassis #201 at the 1967 Indy 500.

LEFT: Carl Williams had his turn in 1971 with chassis #201 now morphed with wings.

