



Racing Families – Series 1 Omnibus

The Rosbergs

Hello and welcome to a brand new mini-series from Sidepodcast - Racing Families. As you may expect we'll be taking a look at the great and the good from the world of motorsport, but particularly those that are keeping it in the family. I'm always intrigued by fathers, sons, brothers and cousins, all carrying on the family name, and if you're the same, then this is the mini series for you. We'll cover seven different families over the course of a week with a short show each day, and today we are starting with... Rosberg.

Of the current crop of Formula One racers, one of the biggest family names is Rosberg. Nico Rosberg drives for Mercedes, and has done so for the previous three seasons. Before that he was with the Williams team, with whom he made his F1 debut. Rosberg races as a German but he has dual nationality with both Germany and Finland. His mother is German, and his father is the Finnish Formula One driver Keke Rosberg.

Keke was the first full-time Finnish F1 driver, joining the series in 1978. He had worked his way through various junior formulae before being signed to the Theodore F1 team. The early results weren't promising due to the ability of the car, but Rosberg outdrove his machinery and raised eyebrows at the bigger teams. In 1982, he was signed to the Williams outfit, where he started picking up regular podium finishes.

1982 was a difficult season, full of politics both in the sport and within team and driver relationships. It was the year of Gilles Villeneuve's death and a season in which teams were often protesting about the regulations or technical infringements from their rivals. At the third to last race of the season, Keke Rosberg took his first Formula One victory. It was the Swiss Grand Prix, actually held in France, and Rosberg won after a stunning charge midway through the race. The win pushed him into the lead of the championship, and he remained there for the final two rounds to become World Champion.

Rosberg remained at Williams for three more seasons but the car was less competitive and the Honda engine only came to its peak as Keke decided to make his move away from the team. He joined McLaren for the 1986 season, hoping to continue the Woking team's back-to-back championship success for a third consecutive year. However, Rosberg couldn't take the fight to his teammate Alain Prost. With just one second place podium, sixth place in the championship and reflecting upon the death of his close friend Elio de Angelis, Rosberg retired at the end of the year.

His post-F1 career included some endurance racing, and participation in the German DTM series. He set up his own team, that also raced in Formula BMW and the A1 GP series, but was most prominent in DTM. That is where Rosberg's son, Nico, first remembers getting the urge to follow in his father's footsteps.

Nico doesn't talk an awful lot about having a famous father, but he has previously said: "I really grew up in the DTM paddock. I remember my father's last race very clearly when he drove at Hockenheim in front of 100,000 people and I was sitting next to him on the roof of his car and waving to the fans. That was the moment when I thought - one day, I want to do the same."

Rosberg Jr made his Formula One debut for the Williams team in 2006, having made his way up via his father's junior teams and expanding to others as well. He scored points on his opening race in Bahrain, but had to wait until his 111th race before standing on the top step of the podium. His second victory came in Monaco this year, 2013, where he won an incident-packed race around the principality. Notably, it was a Monaco win thirty years after his father



took victory on those same streets in the 1983 race. They became the first father and son duo to both win in Monaco, and interestingly, for both of them, it was the second victory in their career.

Despite the comparisons and statistics that occur when you have a famous father's footsteps to follow in, Nico tries to ignore any expectations that are heaped on his shoulders. The father/son pairing have never seemed particularly close, and when recently asked what tips he gets from his champion father, Nico said: "The last advice he gave me was, Nico, when the track is drying out, you need to look for the light grey patches, because those are the dry patches. And my reaction to that meant he never, ever gave me advice anymore."

Family ties may be an extra burden but Nico Rosberg appears to have stepped out of his father's shadow successfully. He's still got a long way to go to match his father's success but so far, it seems both are proud of what the other has achieved, without being overly vocal about it.

The Fittipaldi

Hello, welcome along, you are listening to Racing Families, a mini series brought to you by Sidepodcast. We are looking at the families that have motorsport running through their bloodline, where several members of the clan have taken up a sport with a wheel of some sort. Yesterday we looked at one F1 champion's legacy, and today we've got another one.

Although Brazilian F1 Champion Emerson Fittipaldi is the star of our family tree adventure today, you could actually take it one step further back. His father, Wilson Fittipaldi, was a well-respected motorsport journalist, and Wilson and his Polish wife Jozefa were both keen racers, having driven production cars. Wilson also set up the Brazilian equivalent of the Mille Miglia way back in 1956.

It's only natural that their passion for motorsports passed on to the children, being Wilson Fittipaldi Jr, and of course Emerson. The pair of them, just three years apart, began karting together, and moved up to the low-cost Formula Vee. Emerson won the title in his second year, and his success saw him move up through Formula Ford and Formula Three. In 1970, Colin Chapman signed him up for the Lotus F1 team, having been impressed by his performances in the junior series'.

That first year, Lotus driver Jochen Rindt was killed, and after withdrawing from two races out of respect, the team returned to action at the US Grand Prix. Emerson had only raced in F1 three times, but he took a win for the team that day. He didn't get to the chequered flag at the next event, but it didn't matter. He had already impressed.

With a strong Lotus car underneath him, Emerson took the championship in 1972. In '73, he came second and the following year he moved on to McLaren. Another championship under his belt, and another subsequent year ending in second place. By the end of 1975, Emerson was at the top of his game.

Let us turn our attention to Wilson Jr for a moment. Whilst his brother had made the leap up to F1, Wilson was still working his way through the lower formulae, including Formula Three and Formula Two. Just like his brother, his results granted him an entry into F1 in 1972, albeit with the far less competitive Brabham team. He scored zero championship points in his first year, and just three in his second.

Wilson spent 1974 setting up his own F1 team, Fittipaldi Automotive. He drove for himself in 1975, with limited results. In 1976, Emerson made the surprising decision to leave his super competitive McLaren team to take up arms with his brother. Wilson did not drive in F1 again, but with Emerson on board, Fittipaldi Automotive gradually improved. They never scored higher than 7th in the driver's championship, though.



In 1980, Emerson retired from racing for a few years. The team continued on until 1982, when they eventually ran out of money. Emerson returned to action in the CART series from 1984 until 1996, where he recorded many strong finishes, and took the title in 1989. He took part in a Grand Prix Masters event, and also entered the Brazilian GT3 series with his brother. Aside from that, Wilson made a few more racing appearances, but nothing of major note.

Wilson did have a son, with his wife Suzy, though, and that son - Christian Fittipaldi - also found a career in motorsport. Aged 42 now, he has experience of CART and NASCAR, plus a three year stint in F1 with the smaller Minardi and Footwork teams. His more recent racing includes A1GP, and the American Le Mans series, although he only got four races in to the 2008 season before being ousted from the car. He may not have a lot of results to his name, but Wilson and Christian Fittipaldi were the first father and son duo to both score points in Formula 1. Many others have followed suit, but they were the first.

The Hills

Hello, this is Racing Families, a mini series from Sidepodcast looking at some of the most well known names in motorsport, and their brothers, cousins, fathers and sons. We've covered two big names already, and now it is time to move on to our third. Today we're looking at the Hill family.

Graham Hill won his first Formula One championship in 1962 with the British Racing Motors, or BRM team. His route into the sport had been fascinating, with the start of the career in the Royal Navy. Once out of the forces, he tried his hand at a few laps around Brands Hatch, and it wasn't long before he was hooked, joining Team Lotus as an F1 mechanic. Pretty soon, he was allowed behind the wheel and in 1958, he made his debut out on track in Monaco. For the 1960 season, he made the switch to BRM, where his first championship awaited.

In 1967, he returned to Team Lotus, and the following year he added another title to his name. In 1969, he was unable to successfully defend his title, and a crash at the penultimate race of the year at Watkins Glen saw him suffer two broken legs. Hill continued in F1 until 1975, setting up his own team a couple of years earlier to support his career. After results were not forthcoming, he decided to retire to concentrate on running the team rather than racing for it.

F1 was not Graham's only passion though, and he remains the only person to hold the Triple Crown of Motorsport - winning an F1 World Championship, the Le Mans 24 Hours race, and of course, the Indy 500.

Hill died in 1975, after the plane he was piloting back from Paul Ricard to the UK crashed upon landing in adverse conditions. He left behind a wife, two daughters, and a 15 year old son - Damon Hill.

Damon tried his hand at motorbike racing, and moved through the ranks to single-seater formulae. At the very end of the 1988 season, he made his debut in the International Formula 3000 series, where he stayed for the following three years. He never won a race, a best place finish in second being all he could manage. Nevertheless, he was granted a test role with the Williams F1 team, which led to his Formula One debut in 1992, at the relatively late age of 32.

Damon's debut race in F1 was with Brabham, but the team's financial struggles meant Hill was both late starting the season, and not even slightly competitive during his first year. He only managed to compete in two races, failing to move through pre-qualifying at many of the other events. Brabham didn't make the end of the season, so Hill was left with his Williams links to get him a race seat for 1993. Now the results started coming in, and he finished third in the championship, the next year second, in 1995 second again, and by the end of 1996, Damon Hill had become world champion.



Despite being defending champion in 1997, and having a few teams desperate to sign him up, Damon chose Arrows for his next challenge. And it really was a challenge. As defending champion, he finished the year 12th with only 7 points. From Arrows he moved to Jordan for two years, but the results still were not forthcoming and Hill retired from Grand Prix racing.

Many racing families have some kind of record to their name, and the Hill family is no different. They remain the only father-son combination to have both scored a Formula One world championship.

And the story doesn't end there. Damon's son Joshua is currently racing his way through some of the lower formulae. In 2010, he competed in the British Formula Ford championship, 2011 was all about British Formula Renault, whilst 2013 has him in the European Formula 3 series. He's got a way to go to make that statistic three generations of F1 champions, but there is plenty of time yet. As Josh's website quite rightly states: "He has a couple of tough acts to follow, but he's bravely undaunted."

The Winkelhocks

Hello and welcome to Racing Families, a mini series from Sidepodcast taking a closer look at those who enter the world of motorsport because it runs in their DNA. So far we've covered families who have seen various degrees of success, but today we're looking at a family who didn't make too much of a mark on their respective sports, but kept on trying. Let us get started with today's family then - the Winkelhocks.

Germany's Manfred Winkelhock was due to make his F1 debut in the latter stages of the 1980 season. Jochen Mass had been injured at the Austrian Grand Prix, and was forced to sit out the following two events. Arrows gave the drive to New Zealand driver Mike Thackwell at the next GP in the Netherlands, and then to Manfred the following race weekend at Italy. Neither stand-in managed to qualify for their respective races, though.

With his F1 opportunity over before it had begun, Manfred returned to his Formula Two drive. He participated in the European F2 series for four seasons overall, but finished no higher than 8th in the championship. In 1982, he moved up to F1 full time, gaining a race seat with the German team ATS. The car was not great, and although Manfred managed a 5th place finish in only his second race for the team, that was the highlight. He picked up two points that year, but suffered seven retirements, three weekends without qualifying, and one disqualification. Winkelhock stuck with ATS for almost three years, participated in the final race of 1984 for Brabham, and signed for RAM Racing for 1985. Results were still thin on the ground.

Meanwhile, Manfred had been competing in sportscar and endurance racing, actually winning the 1000km of Monza in 1985 for Kremer Racing. He moved on to the 1000km of Mosport, but crashed towards the start of the race. His car went straight into a concrete barrier, it took the marshals almost an hour to get him out of the vehicle. He was air-lifted to hospital but died the following day.

Manfred had two brothers, Joachim Winkelhock and Thomas Winkelhock. Thomas competed in a few lower formulae, such as German Formula Three and European Touring Cars but he never made it as far as Formula One. Joachim did manage to get inside an F1 cockpit, but he did not start a single Grand Prix.

Having worked his way up through some junior series', and after taking a break following the death of his brother, Joachim won the German F3 series in 1988. The following year, the AGS F1 team gave him a seat, but he failed to pre-qualify for seven weekends in a row. That was more of a reflection on the team though, as out of 16 races, and two entrants per race, AGS only managed to start six GPs that year.

Joachim, quite sensibly, moved on to touring cars, and found his way to the DTM series. He was last spotted in 2003, picking up a point and finishing the championship 15th. Since retiring, he has returned to the family towing business.



That is not the end of the story, though. When he died, Manfred Winkelhock left behind him a five year old boy, who has followed in his father's footsteps. Markus Winkelhock has participated in both F3 and Formula Renault 3.5, and even made headlines in Formula One. He spent a couple of years as a test driver at the back of the field but was subbed in at Spyker F1 when Christijan Albers abruptly left. In a wet race at the Nürburgring, Winkelhock started last, and thanks to a lucky tyre call, found himself leading when the race was suspended due to the weather. Upon the restart, he fell down the order and eventually retired from the race.

Markus moved over to the DTM series for several years, and then on to the GT1 World Championship, where he won the title in 2012. Although the Formula One dream was shortlived for each generation of Winkelhock's, they can now rest easy that, for a moment, a member of the family was leading a Formula One Grand Prix.

The Andrettis

Hello and welcome to a brand new episode in the Racing Families mini-series from Sidepodcast. As you may expect we're looking at the great and the good from the world of motorsport, but particularly those that are keeping it in the family. Today, it's time for a sprawling family legacy, and the name? Andretti.

You've probably heard of Mario Andretti. He's tried his hand at pretty much every type of racing there is on four wheels, and been largely successful too. The 73 year old American is now, naturally, retired, but in his sporting career he added to a long list of titles, and broke far too many records to mention. Mario was F1 World Champion in 1978, driving for Team Lotus, having joined the sport ten years earlier. Before that, in 1969, he won the Indy 500, which he continued to participate in for 29 years altogether. After his F1 stint, with a little bit of a crossover, he appeared in the CART series, winning that championship in 1984. He's also tried his hand at NASCAR and the Le Mans 24 Hour race, with his best finish an overall second place.

With this kind of DNA, it's hardly surprising that the Andretti family are one of the more extensive in racing. Mario Andretti has a twin brother called Aldo, and in their very early days of racing, they built up a stock car together and took turns behind the wheel. They continued racing for about ten years, between 1959 and 69, but after two serious accidents, Aldo gave it up. The first fractured his skull and left him in a coma, but after recovering from that he continued. The second saw him crash into a fence and sustain serious facial injuries. Some reports suggest he had 14 fractures to his face. It's no surprise he quit racing after that.

Aldo had two sons, John Andretti and Adam Andretti. John has tried his hand at a lot of racing series, although primarily focusing on the various NASCAR championships, and the CART/IndyCar series. Adam, the younger brother, got a bit of a leg-up into racing by his elder sibling, helping him into some junior formulae. He's participated in the Indy Lights series, plus NASCAR Southwest, and US Formula 3, but it's fair to say he hasn't made the name for himself that other Andretti's have.

That is Aldo's side of the family wrapped up, now let's go back to Mario. He also had two sons, Michael Andretti and Jeff Andretti. Michael moved up through the lower ranks to the CART series, finishing his first year seventh in the 1984 championship. He won the title in 1991, taking eight of 17 victories, and on the strength of this, he moved up to Formula 1. In 1993, he took a seat in the McLaren team alongside Ayrton Senna, but it was not a successful year for him. Michael racked up a lot of retirements, until he was replaced by Mika Häkkinen three races from the end of the season. Leaving F1 under such acrimonious circumstances, he returned to the CART series, where there were more victories waiting for him, although alas, not another title. Nowadays, he is more of a team owner than a racer, with the current Andretti Autosport IndyCar team.



Jeff Andretti raced in the CART series from 1990 to 1994, with Indy 500 entries to compliment this racing. After a serious crash in 1992, though, in which both his legs were broken, Jeff lost his competitive edge, and his racing career did not continue for much longer afterwards.

Just one more generation to discuss, and that is Michael's son Marco. He races for the Andretti Autosport team in the IndyCar series, and has had a brief peek at Formula 1, testing for the now-defunct Honda squad. He's also raced in the A1 Grand Prix series, and had a go at the 12 Hours of Sebring. At 26, the future of the Andretti name in motorsport rests on his shoulders.

That's just a small glimpse at the Andretti clan, we could talk about them for hours. They've created and broken many records, including being the first family to have four relatives compete in the CART series. They also had three separate years in which there were four relatives competing in the Indy 500. There's that saying about quality, not quantity, but I think the Andrettis have a little bit of both.

The Villeneuves

Hello and welcome, this is Racing Families, the latest mini series brought to you by Sidepodcast. Across seven short shows we're taking a look at the motorsport personalities who are keeping it in the family. We've covered five so far, and today we're moving on to another high-profile racing father and son - the Villeneuves.

We've talked a lot about famous racing drivers having to live in the shadow of their father's previous Formula One performance and for Jacques Villeneuve that shadow must have been incredibly long. Jacques is the son of the Canadian racing driver Gilles Villeneuve, an incredibly popular and well-respected racer who never quite got to the championship.

Gilles made his F1 debut in 1977 after an unusual journey to racing cars, via snowmobile racing in Canada. His first race was in Britain with McLaren, where he impressed despite mechanical troubles pushing him out of the points. McLaren opted not to sign him up for a full season, so Villeneuve moved to Ferrari, where he raced the final two events of the 1977 season.

The following year began with a string of retirements, but gradually the results came to Gilles and Ferrari, and he secured his first victory at his season-closing home race in Canada. 1979 was the real year of success for him, with three victories, and four second places that allowed him to fight for the championship. Villeneuve continued to impress with hard fights, incredibly fast pace, and an unshakeable attitude, but he missed out on the title that year by four points.

That was the peak of his career, as 1980 saw the Ferrari team scraping to finish in the points. He took two more victories the following season, but then began 1982 with two retirements and a disqualification. Tensions were high both in Formula One as a whole, due to governing body politics, and within Ferrari, as Villeneuve did not get on with his teammate Didier Pironi, but the entire F1 world came together in shock when Gilles was killed at the fourth round of the 1982 season. Thrown from the car during qualifying for the Belgian Grand Prix, Gilles died in hospital.

His eleven-year-old son Jacques took up karting and was quick enough to raise eyebrows and earn himself a place at a driver school. Jacques Villeneuve was named after his uncle, brother of Gilles, who himself had participated in three Formula One weekends, although never getting through the qualifying stages to take part in a race. Jacques Senior was more successful in the CART series, winning a race in the middle of the 1985 season, and he also tried his hand at several other single seater series', as well as becoming a champion in the Snowmobile Derby.

With a father and uncle so competitive in motorsport, it was no surprise to find Jacques Villeneuve Junior take to the wheel with success. His Formula One debut came with Williams, and he was instantly in the championship fight,



finishing his first race second, and taking his first victory on his fourth weekend. It was his second season with Williams that saw the most success, however, with seven victories and a championship.

Jacques took a gamble on switching to the British American Racing team, one that had been built around him, but he secured a rather legendary 11 retirements in a row at the start of the 1999 season. There were no more victories in his F1 future, although the BAR did get faster and in 2001, Jacques was back on the podium for a third place in Spain and Germany.

He sat out much of the 2004 season with no contract, but made a brief comeback with Renault, and then Sauber for the following two years. With little in the way of results, 2006 was the final year for Villeneuve in Formula One and he retired, moving to NASCAR, Le Mans and most recently, V8 Supercars. He also made an album.

Despite achieving more in the way of statistics and results than his father, Jacques Villeneuve can never live up to the legend of Gilles, but he can visit the Canadian Grand Prix weekend with pride - as the Montreal circuit, previously known as Circuit Île Notre-Dame, was renamed Circuit Gilles Villeneuve in tribute to the late racer.

The Franchittis

Hello and welcome to Racing Families, a mini series from Sidepodcast that looks at all those drivers who have family members in the same profession. This is the last episode of the series, meaning we've already covered six families that have racing in their blood. This time, our seventh family, it's the Franchittis.

The Franchitti brothers may not be first on the list of a Formula One related racing families list, however they have spread themselves across the motorsport world, trying their hand at plenty of the different disciplines. Dario Franchitti may be the most famous, as a four-time IndyCar champion, and multiple Indy 500 winner.

Dario made his way through the usual junior series, including a stint in the German Touring Car Championship, before getting the chance to test a Jaguar F1 car. There was plenty of speculation at the time about whether he would be joining the sport full time, but he was unable to secure a drive, and looked around for other opportunities. He found one, moving to the Champ Car series, and then IndyCar. He started out with Andretti Green Racing, and they began working towards podiums and then wins. They secured two championships together, before Dario moved on to Chip Ganassi Racing. Another two championships were in his future, and he started looking at other series'.

With the Chip Ganassi team, he also participated in the NASCAR championship. Dario spent a couple of years racing stock cars, and then tried his hand at sports cars, with entries into the 12 Hours of Sebring and Petit Le Mans. He's currently battling in the 2013 IndyCar season, with a couple of disappointing races to start the year off with.

Sports cars are also the domain of Dario's younger brother Marino, who joined the ALMS series with his brother's team Andretti Green. Dario has participated in the 24 Hours of Le Mans four times, with three of those ending in a DNF. In 2012, he drew a lot of attention piloting the unique DeltaWing car, although that too did not see the end of the race. Marino continues his endurance racing career this year, with the Level 5 Motorsports crew.

The Franchitti name has heaps of Italian heritage, but the parents of Dario and Marino were born in Scotland, and the pair are cousins with Scottish Formula One driver Paul di Resta. Paul is the youngest of the three, with Dario aged 40, Marino 35, and Di Resta the tender age of 27.

Having made his way through the traditional formulae towards F1, including karting, Formula Renault and Formula Three, Di Resta made a switch to the DTM series, which is a less traditional method of breaking into F1. He raced in



the touring car series for four seasons, finishing fifth in his first season, then 2nd, then 3rd and finally taking the championship in 2010.

At the same time as winning the DTM series, Di Resta was signed to the Force India F1 team, testing the car through the year, and participating in several free practice sessions as the season progressed. For 2011, Di Resta was promoted to the race team, where he picked up a point on his first outing at the Australian Grand Prix. It's been a really consistent performance from Di Resta in his F1 career so far, with just three recorded DNFs, and more than half of the remaining races finished in the points.

He's remained with Force India for all three seasons of his Formula One career to date, with an eye to moving onwards and upwards as soon as he can. As yet, there doesn't seem to be an end in sight for Di Resta in Formula One, but if there was, he'll have the support of his cousins should he choose to move to IndyCar, or NASCAR, or some of those endurance races. Three members of the same family, and what a wealth of motorsport they have managed to cover so far.

