MOVING

BIG MOVES

Marc Augé / Hugh Dingle

SPORT

Dennis Kimetto / Mary Keitany
Richard Permin

ART & TECHNOLOGY

Keiichi Matsuda / Matthew Bourne
WORLD

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Multiply 300 by 14 and then again by 65: the answer you get (by a process that is not strictly mathematical, due to the inconsistency of the variables) is the quantity of movement generated by Formula 1 over the course of its history. In the 65 completed seasons since 1950, the year of the first FIA Formula One World Championships, with an average of 14 races each year (around twenty nowadays, but in the 1950s there were less than ten) spread over an ever increasing territory, the quantity of movement produced so far by Grand Prix races is considerable. Then multiply that by the first figure, those 300 kilometres per hour that distinguish F1, and the end result starts to look sexy. Because movement, in Formula 1, is not just about the corners of the circuit. It’s also about the world that follows the Grand Prix races, spending 10 months of the year crossing a series of different time zones and gradually inventing the lifestyles that are now inextricably linked to F1. Historians of the milieu remember when drivers travelled alongside mechanics, sometimes enduring the cold of cargo or military flights, attached to the fuselage by cables. Then came the five-star hotels and (sometimes) motorhomes parked behind the paddock, all depending on the personalities of individual drivers and their families, and the glamour and fashions of the time.

“If it’s true that the life of a human being is like a film,” the legendary Gilles Villeneuve once said, “then I have had the privilege of being the bit player, the screenwriter, the star and the director of my own way of life.” He was right. He was one of the first to pilot his own personal helicopter, which he treated like a family car, using it for the sometimes daily commute between Monte Carlo, where he lived, and Maranello. And nobody had a problem with that, at least not within the community: he approached other commutes as a crazy road race between two identical Ferraris, the other one driven by his teammate Didier Pironi, whose home and office were in the same places.

Drivers are restless people. Private aircraft were the rule, at least for the top flight, even in the 1970s. Graham Hill, twice world champion in the Seventies, was one of the first to say that all the travelling between circuits would no longer have been possible without the Piper Aztec which granted him total independence. And which delivered him to his death, crashing onto a golf course north of London in 1975 and dealing the same terrible fate to another driver who was on board with him, Tony Brise.

And if the helicopter still symbolises the most rapid, stylish exclusive way of moving, what can we say about Nelson Piquet? He transported his helicopter on the Pilar Rossi: a 64-metre super yacht which the Brazilian champion had made in order to cross the Atlantic at the start of the year, keeping it moored in the Mediterranean during the European Grand Prix season and travelling to each race, naturally, by helicopter. Races, risk, continuous movement and fun: that might be a suitable summary of the Formula 1 of the Seventies and Eighties. “Life is short and I want to enjoy it as much as I can,” said James Hunt, FIA Formula One World Drivers’ Champion in 1976. “I have divided my time between serious things and fun things. I dedicate myself completely to the former and have serious fun with the latter.”

James Hunt was ahead of the pack. But even further ahead was his arch-rival, Niki Lauda, who took movement (including, and perhaps most importantly, off the circuit) and managed to make a second career out of it.
Lauda and moving

From up-and-coming driver to world champion. Then airplane pilot and successful manager, culminating in today’s triumphs with Mercedes.

Stories of a man who has always represented the absolute antithesis of standing still.

Lauda and movement. That’s a false start. To say Lauda and movement is to split into two what is in fact a single concept. Because Lauda is movement.

It would be completely wrong to consider only his career as a driver. The twenty-five Grand Prix wins, the three FIA Formula One World Championship titles and especially the one he lost in 1976 because of the infamous blaze at the Nürburgring and his subsequent, unforgettable, withdrawal under the deluge at Fuji, are just one side of the prism of this multi-faceted, fascinating, almost legendary figure.

Niki first decided to become a champion racing driver before he even had his driving license. So far, his story is like many others. But the background to it is unique. The heir to a banking dynasty dating back to imperial Vienna, the young Lauda asked his wealthy paternal grandfather for financial help.

“Help you race?” came the reply. “If a Lauda is going to end up in the newspapers, it should be for reasons related to finance”. Niki, barely into his twenties, did not bat an eye. Instead, he made one of his sudden swerves, realising the futility of proceeding in the same direction. A speciality that would characterise his life, both professionally and privately. He went to a competing institution, the Raiffeisen Bank, and pawned the life insurance policy that his grandfather had given him when he came of age. With this collateral, he found a car that permitted him to move up a category, and Formula 1 was suddenly a step closer.

But Niki Lauda’s penchant for movement has seen other sensational milestones too. In the mid-1970s, in the heart of the Ferrari era, he caught the aviation bug. License followed license, and in the autumn of 1979 he suddenly left Formula 1. He was driving for Brabham, which he had chosen after the famous divorce from Ferrari two years previously, refusing to drive the final two races of the season because, mathematically speaking, he was already a FIA Formula One World Drivers’ Champion. He walked out on the British team half way through Friday testing, leaving the Montreal paddock with the unforgettable parting words: “I’m tired of going round in circles”. Three days later he was already at work in a Boeing 747 simulator in Seattle. Few would have believed it, but he was about to launch Lauda Air, which would bring him happiness and more. In 1982, partly to sort out some financial troubles at the company, he returned to Formula 1 with McLaren, winning his third world title in 1984. Then he retired again. And shortly after, having sold Lauda Air to Lufthansa, he began a new aeronautical adventure by founding AirNiki, a carrier that still operates as part of Air Berlin, for which Lauda worked for a long time in the cockpit, inaugurating new air routes between Austria, Italia, the Balearics, Cuba, and more. Enough to fill three lives. But in the life of Andreas Nikolaus Lauda, Niki to his friends and nowadays to the whole world, there was still more room.

Let us not forget his role in the management of the Ferrari team, called up by the new chairman Luca di Montezemolo at the end of 1991 and politely invited to stand down by Jean Todt three or four years later. Towards 2000, he performed the same role for the Jaguar F1 team, in truth without much luck. Then in 2012, yet another return to the driving seat: as non-executive chairman of the Mercedes AMG Formula 1 team, which is how, at 66 years of age, Lauda found himself in charge of yet another journey, one which in 2014 earned him his last (double) world title. So far.
INFOMOBILITY

Moving on demand is the new goal

The ability to move people and goods has become the primary economic asset in a time of global recession. And technology has brought people closer together, changing the concepts of place, nation and home and taking us into the era of unlimited physical and virtual mobility. Preferably low-cost and personalised.

THE COURSE OF MOBILITY

John Urry maintains that “one of the main sources of social inequality in the modern world derives from different forms of access to the various systems of mobility that regulate global movements today”. In his interview with Pirelli World, the words of the British sociologist who coined the phrase “portable individuality” take on a different meaning, more social than economic, in an age of glaring inequalities like the current one.

THE EARTH-MARS SHUTTLE

In theory, therefore, the hero of our time ought to be Elon Musk, the South African tycoon who revolutionised payments with PayPal and launched electric racing cars under the name Tesla Motors. Now with “Hyperloop”, the train based on the model of the old pneumatic tube transport system, he wants to send people and cars hurtling through an elevated, transparent tube at a speed of 1,200 kilometres per hour. For the record, they will travel from Los Angeles to San Francisco - a distance of 600 kilometres - in half an hour. He has also promised the first shuttle service between Earth and Mars with his Dragon V2 capsule. “Within twelve years,” says the entrepreneur, “we will send the first person. But if we do a good job, we may only need ten. And I’ll create a city there, because we have to guarantee the survival of our species, in the event of something going wrong back on Earth”.

THE INTERCONNECTIVITY HORIZON

But all this is just one side of the coin. The shiny side. Experience tells us that the gap between the available possibilities and the willingness to exploit them is increasing. The European Union has given itself the goal of “interconnecting the European systems of information, management and payment in the transport of goods and passengers” by 2020. And their ambitions do not look likely to grow over time,

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Creating the new mobility is easier said than done. Whether we’re yearning for flying cars or considering new regulations on emissions, the recession gets in the way. The fact that over the last five years manufacturing momentum has moved towards emerging countries has had dramatic effects in environmental terms. China, India and Brazil have practised dumping, taking advantage of obsolete technologies and burning cheaper fuels that are actually banned in the west. So, while Germany and the United States have reduced their emissions by a quarter, Peking and Delhi have seen the level of carbon dioxide in the atmosphere increase by 450 and 100 percent respectively in 25 years. And the situation could deteriorate further with the collapse in oil prices and the success of shale gas, which could hinder the search for alternative systems.

Rationalising through sharing

Cities need to breathe once again, and that should be enough to force the engineers of mobility to find better ways of moving vehicles in a shared space. The car

Wealth follows people and goods

The ability to move things and people, while minimising time and effort, has always been a decisive factor in creating added value. On this subject, the American architect Robert Bearegard, who teaches urban planning at New York’s Columbia University and is a leading expert in sustainable development, explains: “Transport has had an impact on the global distribution of work in the modern age, making it possible to produce goods in low-salary countries and sell them in affluent nations. This system has been going on for centuries, starting with the first trade routes which pack animals and sailing ships used to bring goods from one part of the world to another. Today, although countries like China or Brazil are becoming increasingly important, the existing system and infrastructure development mean that the predominance of the United States and European countries is not seriously threatened in the balance of the global economy.”

In the age of liquid frontiers

In 2010, the sociologist John Urry wrote (prophetically) with Anthony Elliott in Mobile Lives that society “will no longer be based on relationships between individuals who find themselves in physical proximity: technology has broken down all territorial boundaries”. This is what is happening now. It is no accident that Urry and Elliott consider mobility to be the paradigm of our existence: our identities are no longer rooted in a place that gives them meaning, but are rather free to move around a world with no limits, weaving relationships that movement immediately transforms into the kind of long-distance intimacy and ties made possible by email, text messages and Skype.

Strengthened by these ideas, we know we are living (or should be living) in an age of almost unlimited physical and virtual mobility. Low-cost commuting promises to reconcile career ambitions with emotional needs. The flow of information dominates our identity, making us champions of free speech in Paris, beneficiaries of a “third way” in Athens, or admirers of the technocracy in Berlin, depending on which day of the week it is. And the Amazon model, with the delocalisation of goods, is just the latest effect of the globalisation of manufacturing.

Are you ready for the future?

Energy saving and environmental sustainability set the rules of the new mobility, which is looking to car sharing and new technologies. So transport becomes communal and vehicles increasingly intelligent.

2

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Rationalising through sharing

Cities need to breathe once again, and that should be enough to force the engineers of mobility to find better ways of moving vehicles in a shared space. The car
sharing model (Uber and Car2Go to cite two current examples, before Google enters the field) will gradually move from big cities to medium-sized and small ones, where there are already restrictions on private transport and a rationalisation of goods transport times. Credit is therefore due to those who, like that other giant of British sociology, the great visionary Anthony Giddens, spoke around thirty years ago of a “supra-individual dimension, combining technology and intelligence, where outcomes may occur that are beyond one’s control, or results produced that could not have been predicted”.

Leaving aside our hopes, the car of the future will not fly, or drive itself. Even though it could do. In Palo Alto, the high-tech capital of Silicon Valley, names like BMW, Nissan, Audi, Toyota, Mercedes-Benz and Ford have opened laboratories.

FANTASY AND REALITY

We expected the development of the self-driving car, the one that Google is promising to launch in 2018, but instead developers have been working on making driving easier. One study carried out by the Silvio Tronchetti Provera Foundation and FiatChrysler Automobiles - "Advanced Driver Assistance Control" - underlined that “many advanced driver assistance systems (ADAS) have been developed by automobile producers to automate driving operations with the aim of reducing road accidents”. Collision systems know of reducing road accidents”. Collision systems know - the one that google is promising to launch in 2018, and autonomous driving systems with the driver and activate power brakes”. There are of reducing road accidents”. Collision systems know - the one that google is promising to launch in 2018, and autonomous driving systems with the driver and activate power brakes” could be used to reduce consumption by 15% and the remote speed control or traffic information - allow investments in automation - integrated safety systems, carried out by the Silvio Tronchetti Provera Foundation and FiatChrysler Automobiles that make it possible to “write” a text message on an iPhone connected to the dashboard while driving, while the Dodge Viper and Ram 1500 are fitted with wi-fi access.

FEWER MOTORWAYS, A GREENER ENVIRONMENT

The American city planner Robert Beauregard expands on the concept, putting the accent on development activities. "The future of mobility depends, to a large extent, on technology. The leap from stagecoaches to electric trams, or from the carriage to the car, or the sailing ship to the container ship, were easily digested by those who experienced them. But today the question we should be asking is whether the automobile will be eclipsed by another form of private transport, which provides the same opportunities for flexibility and satisfaction of personal needs. Personally I don’t know”. While in the 1930s manufacturers pushed governments to build motorways and not railways, Volkswagen has now launched an R&D investment plan worth 85 million euros, a large slice of which will go into infrastructure projects to reduce the environmental and economic impact of the new Euro 6 and future Euro 7 environmental standards.

AN INCREASINGLY RICH MARKET

The same Advanced Driver Assistance Control research carried out by the Silvio Tronchetti Provera Foundation and FiatChrysler Automobiles demonstrates that investments in automation - integrated safety systems, remote speed control or traffic information - allow the driver to reduce consumption by 15% and the manufacturer to "increase competitiveness and product leadership". But moving towards a new way of driving is not simply a question of reconciling mobility and energy saving. According to research by Euromonitor, in 2030 the baby boomers - the generation with the highest spending power in the modern age - will be 65 and will be looking to spend their collective budget of 15 billion dollars on more comfortable and faster vehicles, thereby shaking up market demands.

FIRST SPACE THEN TIME

One thing is certain: the era of the "working breakfast in Paris, meeting in New York then back to London for an opening night in the West End" is over. The recession has reduced business travel budgets and led corporations to equip large rooms for teleconferencing. Virtual motorways are competing with the airways. Aircraft manufacturers have noticed it too. Having abandoned the myth of speed along with Concorde, today Boeing and Airbus are competing to create airborne "palaces" with up to a thousand seats, as comfortable as big hotels, with first and third classes like the old steamships, because just like back then the expectation is for a demand for ocean crossings. Reconciling economic savings with environmental ones will also lead to growth in activities like transshipment and transport of goods. Especially those that are not worth replicating with 3D printers. There is hope that new developments at sea will be followed by investment programs on land, into logistical systems for rail and road. It is no accident that Europe is more interested in reclaiming old railway lines than building expensive new high-speed lines.

THE RIGHT TO HAVE NO BOUNDARIES

And America is no less interested. Barack Obama has challenged US oil producers and, with his Energy Security Trust, ensured that 2 billion dollars of royalties from shale gas will be used to finance research on green fuels and next-generation vehicles for the next ten years. "It’s not just about saving money," he has said. "It’s also about saving the environment and our national security". For the Canadian city planner Steven Dale, the end result of the processes taking place is clear. "Mobility will become more widespread, more personalised, and even more ‘on demand’ than it is now. And it will end up being entrenched in our society as a fundamental right. We can already see the effects of this shift in the way we consider notions like place, nation and home. For most of our history, human beings have been nomads. The infrastructure and tools for mobility currently being developed will simply return many of us to that state".

JOHN URRY, born in England in 1946, is a Professor at Lancaster University and one of the world’s leading sociologists. He is noted for work in the sociology of tourism and mobility. He has written books on many other aspects of modern society including the transition away from ‘organised capitalism’, the sociology of nature and environmentalism, and social theory in general.

STEVEN DALL, is a Canadian city planner, the Founding President of Creative Urban Projects Inc. and the original creator of The Granule Project website. He is a planner, researcher and designer who specializes in Cable Propelled Transit systems and wrote the first literary review on the subject in the English-speaking world.

ROBERT BEAUREGARD, an American architect and one of the world’s leading experts in sustainable development. He is Professor of Urban Planning in the Graduate School of Architecture, Planning, and Preservation, Columbia University. He is chair of the OECD Subcommittee on Urban Planning and teaches courses on urban redevelopment policy, social and planning theory, research design, and the socio-technical and ecological development of cities.
Moving

Greyhound:
TO LOOK FOR AMERICA

A hundred years ago it carried miners. Today it carries Millennials armed with laptops. Greyhound Lines, Inc. has been keeping the life of a nation in perpetual motion for a century, transporting 20 million Americans every year.

We do not know the exact date of the invention of the wheel but, based on archeologists’ reconstructions, the first one was attached to a sled and appears in a sketch made over five thousand years ago on a clay tablet found in Mesopotamia. And it radically changed human life: from transport to the development of new tools like lathes, right up to its use in the production of electrical energy in our own time.

The cart pulled by animals, still used in poorer countries today, relieved humanity of one of its hardest and most onerous tasks, the transport of heavy goods, and the arrival of the stagecoach created a whole new way of travelling. With the Renaissance came the appearance of the first carts capable of moving by themselves, without the power of horses. But it was not till the 18th century that the first ones with a steam engine were invented, and only in the 19th century that the internal combustion engine arrived and rubber became the main material for covering wheels, which until then had been entirely made of wood.

So transport as we know it has a very short history, a history driven by human ingenuity and innovation that has radically changed the fabric of society. One example is the story of Greyhound, symbol of America on the road, which celebrated its centenary in 2014.
BY NOW, THE DRIVERS ALSO INCLUDE WOMEN.
AROUND THE VARIOUS BASES LINKED WITH EUROPE.

GREYHOUND IS THE TRANSPORT COMPANY USED BY THE US ARMY TO MOVE TROOPS.

THE FIRST JOURNEYS, 100 YEARS AGO, CAME AT A COST OF SACRIFICE, HOPE AND 15 CENTS. THE PASSENGERS CLIMBING ONTO THOSE GREY AND SILVER GREYHOUND BUSES WERE THE MINERS OF MINNESOTA. IN FACT, EVEN THE BUS FOUNDED IN 1929 BY TWO SWEDISH IMMIGRANTS, ANDREW ANDERSON AND CARL WICKMAN, WHO EMIGRATED FROM SWEDEN, WAS A HINT AT THE NAME ANDRO. ANOTHER FOR HOURS, HEADI NG FOR THE BELLY OF THE UNITED STATES, BUT ALONG WITH THEM ARE A PAIR OF TOURISTS, A GIRL WHO SPENDS ALMOST THE DAY IN THE COACH, ARMED WITH A CONVENIENT CUSHION. NOT FORGETTING TO SPEND A FEW HOURS WITH HER FAMILY. THE UNDERGRADUATE STUDENT, ALREADY A PROFESSIONAL TRAVELLER, WHO SWITCHES ON HER COMPUTER BEFORE WE EVEN MOVE, NOT SWITCHING IT OFF UNTIL THE BUS HAS PULLED INTO THE FINAL STOP.

MUSI C AND FILM: THE JOURNEY ON FOUR WHEELS.

ADVERTISING "ONLY BY HIGHWAY".

THE DRIVER AND THE MC.
"YOU CAN ONLY REALLY GET TO KNOW THE STATES IF YOU TAKE A TRIP ON A GREYHOUND," EVERYONE SAYS. BUT IN FACT BY BOARDING A GREYHOUND YOU DISCOVER REAL AMERICANS, NOT JUST THE REAL AMERICA. AND THE MASTER OF CEREMONIES IN THIS UNIQUE EXPERIENCE IS THE DRIVER. HE IS THE ONE WHO SUPERVISES AND ASSEMBLES EVERYONE, SHOUTING THE NAME OF THE DESTINATION, CAREFULLY ORGANIS ES THE LUGGAGE IN THE HOLD AND THEN, ONE IN THE DRIVING SEAT, LAUNCHES INTO HIS SPEECH. "NO ALCOHOL, NO UNPLEASANT SMELLING FOOD, NO DRUGS, NO WEAPONS, NO SMOKE." HE INTONES IN AN UNWAVERING VOICE. "AND PLEASE DON'T TALK TOO LOUD ON THE PHONE, USE YOUR HEADPHONES IF YOU'RE LISTENING TO MUSIC OR WATCHING A FILM. AND IF YOU FEEL SICK THERE'S A BAG BEHIND EVERY SEAT. THE RESTROOM IS AT THE BACK. IF YOU HAVE ANY QUESTIONS, I'M HERE." NOW RELAX. AND ENJOY AMERICA. LET US WORRY ABOUT DRIVING YOU WHERE YOU WANT TO GO. MAYBE, BY YOUR TENTH TRIP, YOU DON'T EVEN NOTICE THE DRIVER'S PATTER, A BIT LIKE THE SAFETY INFORMATION ON A PLANE. BUT JUST FOR A MOMENT YOU REALLY LOOK LIKE ARMS OF CEMENT READY TO GENTLY EMBRACE YOU, AND NOT TERRIFYING Labyrinths OF CARS HURTING BY BREAKNECK SPEED.

THROUGH THESE WINDOWS, YOU Glimpse DIGNITY IN THE WORST HOUSING IN THE MOST DILAPIDATED FARM, WHERE THE ONLY THINGS THAT ARE SHINY AND NEW ARE THE ENORMOUS SILOS. YOU CAN RELATE TO THE PROFUND DIGNITY OF THE DOZENS OF LAOGER WORKERS OF EVERY AGE AND RACE WHOM YOU SEE MARCHING DOWN THE HIGHWAY ON THEIR WAY TO WORK ON SOME SITE A FEW MILES AWAY. IT IS AS IF THE LANDSCAPE SOMEHOW REFLECTED THE INSIDE OF EVERY COACH. AND VICE VERSA.

THE AMERICA BEYOND THE SMOKE GLASS WINDOWS.

THE MEXICO BY THE TRAVEL OF THE SPIRIT.

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CULTURAL CONTACT KEEPS THINGS MOVING

An interview with Marc Augé

He has studied airports, motorways and shopping centres, places that look the same all over the world, calling them Non-Places. Places with no real identity, which people pass through anonymously. Today the anthropologist Marc Augé describes the other side of the journey: the movements of those who have left their own homes, the paths of migrants who are obliged – and who oblige us – to encounter others. The anthropologist known across the globe for his analyses of the modern world is 79 years old and shows no sign of slowing down. He talks of the links between migration and terrorism, citing relocation and society’s anger against foreigners, and he dreams of being able to placate this rage by strengthening the education system, in both the countries people are leaving and those where they are arriving.

What he sees, however, is a planet overflowing with too many people, “an imbalance without a solution: there are people leaving the south and heading north, people moving from one Southern Hemisphere country to another and people leaving a northern nation to look for a more welcoming north”. And while the new migrants greet and embrace each other, factories are also changing their national identity. Maybe, he admits, “one day we’ll find another planet, but today the one we have has too little space”.

Who is migrating?
The ideal migrant is an adventurer who has freed himself of all ties, liberated himself from the chains that keep him tied to one place. That’s different from the real-life migrant who leaves home and family driven by poverty, political oppression or the brain drain. Man has always been a migrant.

In what sense?
He was born in Africa, then migrated around most of the planet. If history is anything to go by, we are destined to conquer every corner of the planet. There is a natural expansion of societies. In that sense, colonisation was the logical consequence of voyages of discovery by the West.

Has the expansion now accelerated?
Now there is a dual phenomenon. On one hand, there is demographic pressure. The population of China today is the same as the population of the entire world at the start of the 20th century. That means there are too many of us. And on the other hand, in a world where there is little space, migrants create new spaces, places of refuge.

Places of refuge, but also places on the margins?
Many migrants are alone and have to re-establish themselves somewhere. And they often have an unusual status, they have no documents. There are the official, accepted migrants, and then there are the clandestine ones. And in general, the places they encounter are not welcoming, partly because these places are the expression of a different identity.

Is the recession also to blame?
In France, for example, the idea that migrants steal work is still common, even though it’s not true. Then there are relocations, and in this case it is factories that are moving, but the local population does not want to leave and follow them.

Could we say that there are two movements that do not coincide: that of people and that of factories?
Today we have an overabundant chunk of the population that is unqualified. And I don’t see how we can solve this problem without making a heavy investment in education. An across-the-board investment.

There are researchers like Latouche who imagine a world where the only migrants are explorers and journeys are limited, a world of independent communities and few interdependencies. Do you think that is possible?
It’s an alternative idea of development, where every citizen is employed by their own community. It’s a different model of society and the economy.

What kind of migrations might there be in the future: will we in the West be migrating eastwards to China?
The problem is that the Chinese are themselves emigrating. So where to go? Certainly France and Italy have once again become countries of emigration, towards Berlin among other places. But we are in a situation of structural imbalance. And in the end, that
is the problem. There is a contradiction between our economic model and the demographic explosion.

And what is the solution?
I think we’re in a situation with no solution. I can imagine utopian solutions: across-the-board education for the entire planet. It’s clearly a utopia, but more achievable than some other utopias.

Meanwhile barriers are increasing and the Mediterranean has become a tomb.
We talk about a world without frontiers, but the frontier is a threshold that can be crossed, whereas here there are barriers. Of course, it is difficult to welcome everybody. But walls are not the solution either. Because there are migrations within continents too. Not just the south-north routes, but also south-south movements, between African countries, and north-north routes, within Europe, towards Germany.

Some say we will migrate to other planets...
In space we have only explored our local area, with the Mars missions. We will probably be able to find an interplanetary escape route within our solar system, which is nothing much on a universal scale. But I think the only real solutions can be found through science and knowledge.

In the past, colonisation led to wars and illnesses. What do migrants bring with them today?
Today the problems are different. The Indians were massacred by European illnesses and violence, but now it is European doctors who are being repatriated with cholera. I still think that only a policy of education, in both the countries people are leaving and those where they are arriving, can reduce this conflict.

Should we fight the fear of migration?
We should fight fear in general. But people are afraid for reasons that are not imaginary. Inequality, poverty, the development model. The fear of migration is the most simple one, but it conceals more complex issues.

Is multiculturalism possible, or are we doomed to racism and suspicion of anyone different?
I don’t trust the expression “multicultural”. What does it mean? Does it mean that everyone retains their own culture and we tolerate each other? That would mean a closed system, but in fact it is cultural contact that keeps things moving.

What do you mean by contact?
We are no longer the keepers of justice and truth. But there are cultural models that should not be rejected, for example we can’t reject the culture of men and women being equal.

How can we protect the culture of human rights?
I say we should respect differences, but above all we should respect individuals. And that is a principle, not an ideology. A principle that makes it possible to respect a person of any origin, but above all to respect any person.

Marc Auge
The French anthropologist Marc Augé was born in 1935 in Poitiers. His early research focused on West Africa. After years of fieldwork on African tribes, he decided to apply anthropological methods to contemporary French society.
The exodus begins every winter and resumes in the opposite direction every summer. Insects, birds, fish and mammals all depart. The entire animal kingdom, in fact, sets off: every pack, every flock, every herd has its own route to follow, its own destination to reach. Huge migrations from the skies to the depths of the ocean cross the world, affecting its equilibria, its food chains and even its economy.

At 66 years of age, Hugh Dingle, author of Migrations: the Biology of Life on the Move (Oxford University Press) and professor in the Department of Entomology at the University of California, is one of the world’s leading experts on the subject. And one of the first scientists to begin to chart the routes of mass migrations, discovering their grandeur and their fragility, as well as their repercussions on agriculture and on our very survival. From his small, book-filled office on the West Coast, just back from a voyage of discovery in Peru, he explains why migrations have been repeating themselves, always the same but different every time, for millions of years.

Even right now? In the Northern Hemisphere, bird migrations have just finished, but in the Southern Hemisphere they are only beginning. Right now in the oceans, the whales are leaving the Californian coast to head south. Somewhere in the world, there is always a migration happening.

What percentage of animals migrate? There are some species that go into hibernation or have other ways of surviving the cold season. Among insects, around 10% of species migrate. Among the birds of North America and Northern Europe, on the other hand, around half of all species migrate. Especially the smaller ones.

What is the difference between insect, mammal and bird migrations? For many larger animals like whales or even birds, migration is an experience they repeat many times during their lives. For most insects, on the other hand, it’s a one-way journey. It depends on their lifespan. In some cases, migration takes place over several generations.

But if it’s not the same generation, is there a sort of collective intelligence guiding the animals? Intelligence is perhaps not the right word. Let’s say it’s more a question of sensory apparatus. Their senses guide them, but what is driving them?

Most of them obviously migrate for resources. Some because they feed on plants that don’t grow in winter, others like the birds of North America because they can no longer find insects so they head to South America. But another factor is predation. For example, in the Arctic Circle, the further north you go the fewer predators you find. So many animals head north to escape being hunted by other species.

Is it possible to chart migration routes? Yes, and there are various methods for doing it, developed over the last ten years. The first is geo-localisation. You can attach a small device equipped with sensors to a bird. And it records location and light data. So you know how far the bird travels and how long it takes. And on any given day of the migration, you know exactly where the flock is located.

And then? And then you can find out whether it always visits the same places, the same beaches. That’s how, for example, in Australia they discovered that the sandpiper, a wading bird which leaves Alaska before the winter, can fly over the entire Pacific Ocean to New Zealand without ever stopping.

In another example, radio transmitters connected to satellites in France and Washington were attached to sharks. And they discovered that the sharks don’t move in a single direct migration, but rather in various different stages.

How do they decide where to stop? Flocks of birds usually make a single crossing. In California, they tried to use food to attract starlings to a bird-watching station. In three years, out of the hundreds of birds that move from Canada towards Texas, only one stopped. So instinct is driving them to reach their destination. Others migrate because of environmental conditions, so they do it one year and not the next.

Always without stopping? In some cases, they stop for two or three days to rest. For example in the Sahara, they stop at the oases.

And how do they know how to find them? In some cases they are instinctively attracted to green areas. And then there are older birds who know the migration route.

So there’s a kind of leadership among the migrants? The ones who have already made the journey guide the younger ones. In 1950, a Dutch boy did an experiment with the starlings that migrate from Holland to Spain. He brought various specimens to Switzerland. The older ones found the migration route. The others carried on in the same direction.

What, in your opinion, is the strongest or most magnificent migration? If you’re talking about the scale of the movement I would say the Arctic tern, which reproduces in the Arctic Circle in summer and then migrates to the South Pole, where it is still summer. But if you consider the route compared to the body size of the species, then insects are the ones to watch.

Why? There are insects one millimetre long and with a one-millimetre wingspan that can migrate 1,500 kilometres. Like the butterflies that go from Mexico to Canada or from Africa to Sweden. Proportionally speaking, the most impressive migrations are found among the most minuscule insects.

But in practical terms, what is the point of charting their routes? Many migrations have an economic value, which may be positive or negative. I don’t know how many birds arrive in Europe from Africa every spring, but they can cause huge damage to crops: it’s the lesson taught by the locusts. And knowing that in advance can sometimes save crops. Then again, the return of the birds means they will eat insects. And that too has an impact on the farms. If we reduce the number of birds a priori, what might happen to the insects? Knowing this data can help farmers to organise the best solutions at the lowest cost.

What other impacts do migrations have on human activity? Many migratory animals have been an important food resource. Fish, for example. Especially for populations in the East, but also on the West Coast of the United States. Today millions of salmon migrate from one river to another in California and into reservoirs. Salmon have four different migratory cycles in a single year. And that ecosystem provides work for 50 thousand people.

Has climate change had an effect on animal cycles? Migrations are difficult to monitor because they move across all continents and most of the oceans. But studies, especially European ones, have shown that their timing has changed. European birds are leaving earlier because they can’t find insects to feed on, because the insects in turn are finding less food.
It is said that Kenyans learn to run from the moment they can stand on two feet. A myth. But it is a fact that this country—a patch of land that is poor and dusty and at the same time green and thriving—produces some of the purest marathon talents. Two runners who are no exception are Dennis Kimetto—officially born in 1984 although his real age is a mystery, because it was never recorded at the Registry Office—who was the first man to break the barrier of two hours and three minutes, completing the Berlin marathon of September 2014 in 2 hours, 2 minutes and 57 seconds; and Mary Keitany, born in 1982, who on her return to competitive running was the first woman home in the 2014 New York marathon, one of the finest and toughest races of all, crossing the finish line in 2 hours, 25 minutes and 7 seconds. Both come from Kenya.

He was determined to beat that record. She was just back after two years of maternity leave. And both of them achieved their goal. But DNA has nothing to do with it. Although it is true that they have much in common: they both starting running by chance, and turned it into a profession. They are very serious athletes: they have no time for superstitions and lucky charms, building victory with an iron will, total concentration on the race and a fiercely competitive spirit.

RUNNERS BY CHANCE

They are determined to beat records. To become part of the history of the oldest race of all. Because being a marathon runner is not just about DNA.

Take the examples of Dennis Kimetto and Mary Keitany.
DENNIS KIMETTO
The fruits of my hard work

What motivates you to run?
Before I started running, I was motivated by seeing other athletes running. My homeplace is Kambworor and many athletes train in the area. I admired them and after talking with my parents I also decided to start training.

What do you feel while running?
What motivates you to run?

How hard is the training for a marathon? How many sacrifices must you make?
Training for a marathon needs to be completely focused. I train best when I am in the camp in Kapengetui. Together with my fellow athletes, we follow the program we have drawn up. After training we drink tea, watch TV together and rest. Our daily routine is the same and gives us enough rest and energy for the following day’s training. The main sacrifice I make is to leave my wife and son at home on weekdays, because I need to train. At the weekend I go home to enjoy some time with them.

Do you have any superstitions, lucky charms or rituals before a race?

Who do you run against?
Who do you run against?

Who is your adversary?
My coach and fellow athlete Geoffrey Mutai has always been my role model in running. Nowadays we train together. He always gives me moral support and advice.

Which was your most exciting race?
Berlin marathon 2014

What will you do when you stop running?
I will enjoy the fruits of my hard work. Right now I am investing my money in things that will give me income when I retire from running. But over the coming years I still want to make progress and run better. I am still young in athletics.

What do you think about during the last few miles of a marathon?
Only about the finish line. And if I’m running with others at that point, about how to beat them in the last few miles.

And once you’ve crossed the finish line?
It’s a great feeling. When you are successful then you think back on how good the training was and what was the main reason it was so successful.

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The story of the Marathon in 7 steps

1. THE BIRTH OF THE MARATHON

In a text from the 1st century B.C. entitled "On the Glory of Athens", the historian and philosopher Plutarch recounts that, following the Athenians’ victory over the Persians at Marathon in 490 B.C., the messenger Philipides ran the 40 kilometres that separated Marathon from Athens, fully armed, to pronounce the famous sentence “Rejoice, we have won”, before falling to the ground and dying of exhaustion. Another legend, narrated by Herodotus, maintains that the same hemerodrome – as messengers were called – was sent from Athens to Sparta to ask for help in the forthcoming battle against the Persians, running the distance of over 225 kilometres in a single day.

2. THE MODERN MARATHON

In 1896, the year the first modern Olympics were held in Athens, the games included a race of around 40km, which Michel Bréal and Pierre de Coubertin wanted to call “marathon” in honour of Philipides and his feat. The idea was strongly supported by the Greeks, and the Olympic race followed a similar route to that of the messenger in 490 B.C., from the bridge of Marathon to the Panathenaic Stadium in Athens. In the London games of 1908 the marathon route went from Windsor Castle to the Olympic Stadium, covering exactly 26 miles – around 41.843 kilometres – to which the organisers added 385 yards (around 352 metres) so that the finish line would be right in front of the royal box.

The final distance was thus 42.195 kilometres, officially adopted in 1921 by the International Association of Athletics Federations and used in the Paris games of 1924.

3. THE SLOWEST MARATHON IN HISTORY

On the occasion of the Swedish Olympics of 1912, the Japanese athlete Shizo Kanakuri earned a place in the record books by taking 54 years, 8 months, 6 days, 5 hours, 32 minutes and 23 seconds to complete the race. The race began on 14 July in 31 degree heat with no refreshment stops, as was the rule at the time. After keeping up a good pace over the first section – he was the world record holder – Kanakuri succumbed to the temptation of a cup of raspberry juice offered to him by a spectator, then accepted the invitation to rest for a few minutes inside his home. He fell asleep and never finished the race. After two weeks of fruitless searching, the athlete was declared officially missing. In 1962 a journalist unearthed
him in Tamana, in the south of Japan, where he was teaching geography in secondary school. “I’ll stop for half a minute, I thought. I slept ten hours,” recalls Kanakuri. “I was so ashamed I decided to disappear, so I travelled home by whatever means I could find”. In 1967, on the 55th anniversary of the previous Olympic Games, he was invited to Stockholm to finish his marathon. The 76-year-old athlete started running from the same spot where he had fallen asleep over half a century earlier, and finally crossed the finish line to record an absolutely unrepeatable time.

The story of the marathon in 7 steps

5. CHASING THE RECORD

At the London Olympics of 1908 the American athlete Johnny Hayes completed the marathon in 2 hours, 55 minutes, 18 seconds. The record is currently held by the Kenyan Dennis Kimetto, who finished in Berlin last September in 2 hours, 5 minutes, 37 seconds, running at an average speed of around 20.6 km per hour, or an average of 2 minutes 54 seconds per kilometre. It is hard to say when it will be possible to break the two-hour barrier, but the race undeniable continues to get faster: the previous record was achieved, again in Berlin, by another Kenyan runner, Wilson Kipsang, who took 26 seconds longer. Between 1981 and 2003 the record was beaten on average every seven years. According to Francois Peronnet and Guy Thibout, two researchers from the mathematics faculty at the University of Montreal, the two-hour barrier could be broken by 2030.

6. MARATHON FEVER

New York hosts the most famous marathon in the world and also the one with the highest attendance, boasting over 30 thousand participants in 2014, cheered on by two million spectators and many more watching on TV, as it is broadcast live in the USA. Berlin attracts around 40 thousand runners every year, thanks in part to the course itself. Almost completely flat, it is the fastest marathon in the world, so it is no accident that the current records were achieved here. The Virgin London Marathon is one of the most atmospheric in Europe and is held in April every year, as the weather begins to warm up: over 35 thousand participants head there each year from all over the world, starting at Greenwich Park and finishing at Buckingham Palace. Over 30 thousand people also take part in the Rome marathon, which is held at the end of March and undoubtedly boosts the most beautiful setting in the world.

7. THE MODERN MARATHON: RACING AGAINST ONESELF

Every year thousands of enthusiasts rise to the challenge. The marathon remains one of the most fascinating ways to put oneself to the test, and not just because of the epic aura that surrounds it. Running for 42 kilometres can seem impossible, and that is exactly what attracts every runner: the personal challenge. Leaving to one side the professionals and their world record attempts, the marathon is a huge undertaking, and yet it is potentially within the reach of anyone, with the right training.

MARY KEITANY

Ugali, chapatis, vegetables and tropical fruit

What motivates you to run?
I only started running because other friends were doing it, but now my main motivation is to improve my life and that of the family I love. Being able to travel the world also gives me a thrill, and especially knowing that I’m a role model in my country and a source of inspiration to many people.

What do you feel while running?
I feel that it’s a fundamental part of my life.

How hard is the training for a marathon? How many sacrifices must you make?
It’s very hard and there are lots of sacrifices to make, but they are compensated by many great satisfactions.

What kind of diet do you follow?
A typically Kenyan diet: ugali, chapatis, chicken, vegetables and tropical fruit.

How do you feel during the last few miles of a marathon?
Tired, tired, tired! I can’t wait to finish the race, but I’m also aware that what I’m doing is special.

And once you’ve crossed the finish line?
Satisfaction and happiness if the race has gone well.

Do you have any superstitions, lucky charms or rituals before a race?
No, I don’t have any particular rituals or superstitions.

Who is your adversary? Time, another runner, yourself? Who do you run against?
Mainly I feel I have to beat the other runners.

How did you decide you wanted to run?
Was there a role model who inspired you?
I was inspired by Tegla Loroupe, who won the New York marathon many times and got a world record, as well as Paul Tergat when he ran against Haile Gebreselassie. Then in time I discovered that this career could also improve my quality of life in Kenya.

How did you feel the first time you ran a long distance race?
I was exhausted and at the end of the race I told myself: no more marathons! But then…

Which was your most exciting race?
The 2012 London marathon: I won for the second time, my son Jared was there to support me, and Prince Harry said hello to him. There were so many emotions that day.

Have you already thought about what you’ll do when you stop running?
I’ll devote myself to my investments: I had the Winstar Hotel built in Eldoret and in the future I’d like to help my husband run it.

Born in Kiosk on 1 June 1980, she began running for fun at primary school. The step up to competitive running came in 2003, when she enrolled at the Iten Talent Academy, specializing in the 1500 metres and the 5000 metres. By then she had begun training professionally: in 2007 she took part in the first world road race championships, winning a silver medal. The same year, she married her teammate Charles Koech, with whom she had a son, Jared Kipchumba, in 2008. In 2012 she won the London marathon, beating the African record. At the start of 2014 she announced her retirement, but in time she announced her return to competition running until her success in the New York marathon on 2 November 2014.

The Indian Fauja Singh, born in April 1911 and nicknamed the “Turbaned Tornado”, began running at the age of 89 after the death of his wife and son. He is world champion in the over-90 category, and on 16 October 2011 he completed the Toronto marathon at the age of 100, becoming the oldest ever finisher, with a time of 8 hours, 25 minutes, 16 seconds. He ran his last competitive race in Hong Kong on the occasion of the marathon of 24 February 2013, five weeks before his 102nd birthday: he ran 10 kilometres in 1 hour, 32 minutes, 29 seconds – 30 seconds less than his time the previous year.

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I’ll devote myself to my investments: I had the Winstar Hotel built in Eldoret and in the future I’d like to help my husband run it.
When you go off piste you need to move quickly to avoid obstacles. Are you equally nimble in everyday life?

I am better at predicting the consequences of a move. I know what’s possible and what isn’t. And if I see somebody try to jump over a five-metre high wall, I know in advance that he won’t make it. Skiing is special, snow lets you do crazy things, but in everyday life that’s not the case.

Do you still go skateboarding?

Yes, but not so often. Skateboarding is a dangerous sport; it’s extremely easy to hurt yourself.

Surfboard, skateboard or skis?

I like surfing and it’s good for me. During winter I do a sport that has a high impact on my back and legs. Surfing allows me to rest my legs and exercise my back, keeping me in form for the winter. Plus it gives me the chance to be in direct contact with nature, like skiing.

Which is better, skiing or surfing?

I like both, but I’m better at skiing. I’ll never be as good on a surfboard. If I think of something new, I can do it on skis, but not with a surfboard.

In everyday life do you prefer walking, cycling, taking public transport or driving?

I like to go by bike or on foot, although for long distances of course I use a car. In cities like New York or Milan I walk and cycle. And I love it.

In your sporting activity, your equipment is vital. Do you pay as much attention when choosing a pair of normal shoes?

My skis don’t need to look good, they need to perform well. When I think about my shoes, on the other hand, I look at the aesthetic side: it’s a question of style.

Of course, you love snow. But even in the city?

Yes, I adore it.

But it’s not always easy to get around when there’s snow in the city. It is for me. I’m used to it and I think the city is even more beautiful in the snow.

What advice can you give people about moving around the city in the snow?

First of all, you need a suitable pair of shoes; best to avoid slippers and the like. If the snow is fresh, everything is fine, but if it’s icy then you need to be careful.
A n oriental eye connected to a global brain. At just 30 years of age, Keiichi Matsuda, based in Japan and London, is one of the video artists and designers best equipped to foresee the kind of reality that awaits us. His work has been exhibited in London, Shanghai and New York. And the reason is that Matsuda has used his eyes (and a video camera) to look beyond visible reality. While rivers of ink are spilled explaining how the internet, portable screens and new media are changing society, he has tried to explore how they are revolutionising the spaces we move in. The environment is already an interface between the physical and digital worlds. For every real city, there is an invisible one made up of data on movements and financial transactions, traffic and event attendance: a growing mass of information that is destined to become increasingly relevant. Matsuda calls it augmented reality.

You talk about augmented reality: how will it change the city of the future?

Usually we imagine a jungle of skyscrapers and flying cars. But I don’t think the city of the future will be like that. Or at least not in Europe; maybe in Dubai or China. But architecture and the way we experience the city will change a lot.

How?

We are already talking about smart cities, in other words intelligent, computerised cities that can process information in real time. In a smart city, when a house is on fire, the fire station will automatically be notified and when the fire engine takes to the streets all the traffic lights on its route will change to green. If a road is blocked by an event, my car will know to avoid that road. So the route I take to work could change each day.

So we’ll have “smart moving”?

Let’s say that our environment will no longer be static, but will react dynamically to what is happening. The physical city may stay the same, but my experience of the city will be very different.

So will places become clouds of data?

Yes, each time we go through a door with sensors, or pass a video camera, whenever we shop or take a shared bike and use an electronic system, we come into contact with the city’s digital interface. The truth is that nowadays the city is made up not only of people but also of computers, which communicate with each other, transmitting data on mobility, energy and flows of people.
But we’re not very aware of all this. In 2012, with the ‘Prism’ installation exhibited at the Victoria and Albert Museum in London, I tried to present an alternative vision of the city, showing the invisible data flows that move across the English capital. I tried to reveal the other city, the one that is destined to grow and become even more important, the one that we must learn to see.

You have said that hyper-reality or augmented reality will make us look at the world anew. What do you mean?

I think that as an artist or a designer I should be critical but also constructive. In augmented reality, media are incorporated into the environment. In other words, there is no screen, but rather space itself becomes a three-dimensional screen. So you have a more direct relationship with what is around you.

But many analysts say that today’s technology is increasing narcissism and loneliness. Because today everyone is looking at the screen of their smartphone. But with hyper-reality, I can have a conversation with you while at the same time viewing your CV projected in virtual space, to find information that is relevant to the discussion we’re having. So augmented reality can embrace and assist physical relationships. It’s a technology that invites people to be part of the world and interact with what is around them.

So even with augmented reality, we will still look for personal contact?

People will maybe move around more, but being physically close will continue to be important.

For example? It’s like the Dallas Cowboys’ stadium, the biggest football stadium in the world: you enter it and you see these tiny players and you have no choice but to watch the game on the giant screen. When I went there, I thought “This is crazy”. But people don’t go there to watch, but rather to be there, to feel involved in the atmosphere, to be touched by the energy of the people around them.

You have said that hyper-reality can be an opportunity for companies to enhance their brand and reach out to people. What do you mean?

When you move media away from the screen and into space, you are transforming space into a new medium. It means that media are everywhere, and consequently brands can be everywhere. There’s no escaping that.

So?

So in the future corporations and multinationals will become creators of spaces: they will hire designers and occupy large parts of the city. Today they are present at the side of the street, they use advertising billboards or buildings. Tomorrow they will be in 3D space and they will have direct contact with the public.

That’s a lot of power.

But it won’t just be brands that can build spaces in our cities. If things work correctly, anyone equipped with the tools to decorate and fill the virtual environment will be able to do so. Everyone will be able to decide which projects to contribute to, which spaces to “light up” and which ones to “switch off”.

So we’ll all be digital designers?

Exactly, it will be the citizens who decide and define what the city’s space will be like, just as today with smartphones we have all become photographers. The city will no longer be constructed only by urban planners and architects.
Visionary, revolutionary, unique, Matthew Bourne has transformed ballet, breaking the mould and inventing a brand new form of classical dance.

An interview with Matthew Bourne

He was a late starter, not dancing on stage until the age of 22. Now 55, London-born Matthew Bourne has a natural talent that has made him the busiest and most prolific artist in the United Kingdom. He is always present in the nation’s theatres, always on the move, always on tour, always travelling the world. And he is difficult to pin down. Because he is considered the foremost interpreter of modern classical dance, with an enviable array of awards to his name: best choreographer, best director, best storyteller, best dancer. But he is also the only person capable of putting on a show.

What are you doing at the moment?

We are on tour in Great Britain with The Car Man until March and then with The Infernal Galop, The Infernal Galop, a parody of the narcissistic fashion crowd, as well as Swan Lake, Bourne’s flagship ballet, which crowns the unforgettable ascent of Billy Elliot in the film written by Lee Hall and directed by Stephen Daldry, that was inspired by the true story of the dancer Philip Mosley. Pirelli World and I met him in London on the eve of his return to the stage with Edward Scissorhands, a reworking of the Tim Burton film.

Dominique North, one of your dancers, said of you: “He is a genuine storyteller with a vision.” What is that vision? What goes through your mind when you are putting on a show?

That is a B-I-G question! (Matthew spells out his answer with a smile - Ed). I’m not sure, but I can tell you that my vision is above all about trying to make dance more accessible to the public. Many people find it difficult. We reinterpret famous pieces of music, ballets, films or books and I’ve given myself the task of telling stories to an audience that doesn’t necessarily know the story or the ballet or the book we’re talking about. The required knowledge is already inside the show: all the audience needs to do is come and watch it.

Can you describe what you feel when you are choosing which show to put on?

There are many factors that contribute to that decision. It’s a kind of identification, but the main thing is that I fall in love with the music or the characters or the novel or the film. That’s what I’ve always tried to do: to communicate the love and the emotion I feel when doing a show and share that love with the audience. It’s a wonderful thing that depends on the mutual transmission of deep feelings.

What did you identify with in your most famous work, Swan Lake, or in Edward Scissorhands, for example? I certainly identify with my characters, but they are not representations of me. It’s not about me. I am not the characters I create. But the protagonists of Swan Lake and Edward Scissorhands have a similar story, which attracted me: they are both young men looking for a direction and an identity. In Swan Lake it’s the prince, struggling with his royal life and the search for love, and in Edward Scissorhands, it’s an odd boy who is trying to fit it to his community and, again, looking for love. I was like them, many years ago.

In what way?

I was a strange figure too, when I was young. I was an outsider. I started taking dancing lessons late, at 22 years old, and my background had nothing to do with dance. I came from a different environment.

But you danced extremely well even without training. You have natural talent...

Well, I was OK. I loved dancing very much. I had fun.

When did you discover you had a talent for dance and choreography?

It’s a passion I’ve always had. Ever since I was small, I certainly identify with my characters, but they are not representations of me. It’s not about me. I am not the characters I create. But the protagonists of Swan Lake and Edward Scissorhands have a similar story, which attracted me: they are both young men looking for a direction and an identity. In Swan Lake it’s the prince, struggling with his royal life and the search for love, and in Edward Scissorhands, it’s an odd boy who is trying to fit it to his community and, again, looking for love. I was like them, many years ago.

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From Pirelli’s Historical Archives,
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