

## 1957

### Piero Taruffi wins the last Mille Miglia in a Ferrari 315 S

The year 1957 was a very difficult one for Enzo Ferrari as well as the year when Piero Taruffi, known as “the silver fox” with his white hair, retired from racing.

Early in the season, the Ferrari squadron for the Formula 1 and Sports-prototype world championships included talents such as Eugenio Castellotti, Luigi Musso, Peter Collins, Mike Hawthorn, Alfonso De Portago and Wolfgang von Trips, plus other excellent drivers as and when needed.

January began with the bitter disappointment of the Argentine Formula 1 Grand Prix, where the best-placed Ferrari was only fifth. However, the disappointment was mitigated just a week later with victory in the Buenos Aires 1000 km thanks to Masten Gregory, Castellotti and Musso with the 290 MM, which set the stage for the conquest of another World Sportscar Championship. But tragedy was just around the corner when, on the 14th of March, Castellotti died in Modena, during a test. Eugenio had won the Mille Miglia in 1956, before which for two years other marques had interrupted Ferrari’s lengthy long domination, which had seen six straight wins from 1948.

The Mille Miglia was actually the first race to take place after this tragedy. Piero Taruffi, who had already raced in the Italian endurance race 13 times without winning, was now 51 years old, and had promised his wife Isabella the day before the race that he would retire from competition if he won.

Enzo Ferrari was aware of and moved by this promise. He clearly recalled that Taruffi had debuted in racing with one of Ferrari’s cars, and this was why he decided to help him accomplish this enterprise, providing him with a 315 S.

On the afternoon of Sunday 12<sup>th</sup> May Taruffi was in second place when he refuelled in Bologna, physically worn out. Ferrari encouraged him to keep going, because his Collins team-mate in front of him had technical problems, while behind him his other team-mate, Von Trips, was making a comeback but would not attack him, because Ferrari was going to have a word with him. Ferrari then returned to Modena and didn’t follow the race, which continued towards Mantua and Brescia. As foreseen, Collins was forced to retire while von Trips escorted Taruffi to the finish line, telling the press that he had tried to attack him in the previous stretches but had failed. The German was only 29 years old and, out of respect, had no problem in accepting team orders that always favoured the veterans.

As promised, Taruffi kept his promise to his wife and announced his retirement. This was the end of a long career that had seen Taruffi take many victories and set world records with motorcycles, cars, and speed record prototypes, all combined with his many engineering activities.

However, the 1957 edition of the Mille Miglia was also to be the last. As the race drew to a close, near Mantua, De Portago’s Ferrari 335 S suffered a burst tyre that sent it flying off the road, killing the driver and navigator Edmund Nelson. Nine spectators also died, four of them children. Another tragedy had struck Enzo Ferrari. The event was banned. A unique race had finished and with it a whole era.

## 1957

### Launch of Ferrari 250 California

Some cars have left their mark right from the start.

True icons, by dint of their design, performance and victories: the 250 GT California Spider is one of them. It was the brainchild of Luigi Chinetti, a US Ferrari importer and personal friend of Enzo Ferrari, and John von Neumann, his representative on the West Coast. Von Neumann said that American customers wanted an open-

top version of the sporty 250 GT for driving around in sunny California - the state after which the car was to be named. Chinetti convinced Enzo Ferrari that this was a good idea and instructed Sergio Scaglietti to bring it to life. The first was the 250 GT LWB (Long Wheel Base), based on the Tour de France berlinetta, which was then followed by the even more captivating 250 GT SWB (Short Wheel Base). The name Spider was used to avoid any confusion with the 250 GT Cabriolet designed by Pinin Farina, which was already in production and had a less sporty look. The California soon became the best seller among the jet set of Beverly Hills and Malibu Beach, but surprisingly few were in circulation. In fact only 106 examples were built, including nine totally in aluminium. The interior was rich and well finished.

Some of the cars were adapted for racing use. Their best result was a fifth place in the 24 Hours of Le Mans in 1959, with Bob Grossman and Fernand Tavano for Scuderia NART of Luigi Chinetti, who was always personally involved in any racing activity or the launch of new models in the US. The car had already performed well in the 12 Hours of Sebring in the same year, with a first place in its class and ninth overall for Richie Ginther and Howard Hively in NART colours. Several more wins and placings followed in 1959 and 1960 in the SCCA Championship as well as a first place in the Bahamas Memorial Trophy, mainly with Bob Grossman in the driver's seat. At Sebring in 1960 Reed and Connell came fifth while Abate, Scarlatti, Serena were eighth, but first in the GT category. The California continued to compete until 1965.

The California first appeared in late 1957 as a prototype and, from 1958 to 1960 the first LWB models were built; the subsequent SWB models were produced from 1960 to 1963. There was only 20 cm difference in length between them, but the SWB also allowed for a change in set-up, lowering the ride height by 3 cm. Certain body details also changed in terms of aesthetics, including the option of pop-up (not in Italy) or fixed headlights. A disc brake system was introduced in 1959 and the engine and chassis were also updated. The company only produced the car as a left-hand drive. The 250 GT California Spider was equipped with a 3,000 cc V12 engine with an output of 240 hp (LWB) and 280 hp (SWB) for a maximum speed of between 250 and 270 km/h.

The most recent listing of a California SWB from 1961 valued it at over EUR 16 million.

## 1958

### Mike Hawthorn wins world championship with a Ferrari 246 F1

Englishman Mike Hawthorn was one of the most original and eccentric drivers in motor racing history.

Flamboyant in lifestyle and dress, he always wore a green waist-length jacket, white shirt and bow tie when he raced. His other trademark was a distinctive green helmet with a white rain shield and a large transparent visor which he occasionally replaced with a pair of goggles.

Tall and slim with boyish face topped by a shock of blonde hair, Hawthorn was more Juan Manuel Fangio's equal than any other driver when it came to pure speed. Only he could match the Argentinian's spectacular manoeuvres - which included driving flat out through the Gueux bend at Reims.

Hawthorn was crowned World Champion with the Scuderia Ferrari in 1958, and contributed to its Sportscar titles in '53, '54, '57 and '58. Paired with Farina, he won the 24 Hours of Spa in 1953 and took the Tourist Trophy in 1954 at Dundrod amongst others.

Hawthorn was the first British driver to win the world title. He made his F1 debut in 1952 in a Cooper-Bristol, and his race results soon caught the eye of Enzo Ferrari who always had a nose for talent. Hawthorn's father was also a Ferrari dealer in England and the local importer pushed for him to be taken on as a factory driver. In 1953, the 24-year-old took his first Grand Prix victory at Reims, after a thrilling sparring match with Fangio, and went on to finish the season fourth in the standings. The following year, he won in Spain and ended up third in the standings. Hawthorn raced for Vanwall, Maserati and BRM before returning to Italy in 1957 after sending Enzo Ferrari his famous, "I'm ready if you are" telegram. He finished that season in fourth position once again. 1958 was to be his year, however. He won again at Reims and took five second-place finishes which earned him the World Champion title, just a point ahead of Stirling Moss and his Vanwall. In Morocco, the Englishman was helped by Phil Hill who gave way to allow him secure a second place, pivotal to the title win. Hawthorn had a perfect season: he took pole and the race's fastest lap at both Reims and Spa-Francorchamps, was on pole in Germany and Morocco, and clocked the fastest laps at Monaco, Silverstone and Oporto. The Englishman took the world title even though he won just a single race - a feat equalled only by Keke Rosberg in 1982.

Hawthorn was the last driver to win the Championship in a front-engined car. His Ferrari also sported disc brakes for the first time in the 1958 Italian Grand Prix at Monza. The 246 F1 was quick and reliable, powered by the 2.4-litre 6-cylinder engine derived from the F2 Dino.

Hawthorn had a kidney removed in 1955 and had problems with his remaining one, something he hid from most people at a time when kidney failure was an incurable condition.

Shaken to the core by the death of his friend Peter Collins at the Nürburgring, he retired from competition once he won the Drivers' title. Tragically, however, Hawthorn was killed in a road accident just three months later. Although the exact cause of the accident remains a mystery, he was most certainly driving fast on a wet road, perhaps trying to best the car of team manager Rob Walker which he had just overtaken. His death was a cruel twist of fate, however, as Hawthorn's own father had been killed in a car accident in 1954.

## 1959

### Ferrari wins the 12 Hours of Sebring

On the back of the conquest of three world titles in 1958, the Drivers' and Constructors' in F1 and the World Sportscar Championship, Scuderia Ferrari prepared for the new season with a certain degree of confidence.

Endurance crew training, as usual, involved members of the Formula 1 team, with Phil Hill and new additions, Tony Brooks and Jean Behra. In addition, Dan Gurney, Cliff Allison and Olivier Gendebien were also available.

The 250 Testa Rossa was the benchmark in the Sportscar class, updated with new specifications including a new body designed by Pinin Farina and built by Medardo Fantuzzi. The car was lighter and lower, as well as being equipped with disc brakes. The engine had also evolved, now fitted with magnesium gears.

As always, the endurance season started in America, with two Florida classics, in Daytona and Sebring. The latter, with the traditional 12-hour race, was the first round of the World Sportscar Championship. The Sebring circuit is totally unique. It occupies a part of Hendricks Field airport, which during the Second World War was a training centre for B-17 'Flying Fortress' bomber pilots.

The main feature of the track is still the same today - stretches of concrete, which put the cars under considerable stress. This is why people often say that, in terms of wear, the 12 Hours of Sebring is equivalent to the 24 Hours of Le Mans. In fact, many teams have used the American race to develop prototypes for the Circuit de la Sarthe classic.

In late 1959 Sebring also hosted the first edition of the United States Grand Prix, in which Tony Brooks finished third, and, unfortunately lost the World Championship by a few points, the Scuderia having missed the British Grand Prix due to a strike. Ferrari was favourite in the 12 Hours of Sebring with four official cars on the track - three 250 Testa Rossa models and, for the first time, a 250 GT California Spider, joined by several other specimens entered by private teams and NART of Luigi Chinetti. The competition was dogged by terrible weather from qualifying, with heavy rain falling for most of the race, causing several spins and withdrawals. The Ferrari of Dan Gurney, Chuck Daigh, Phil Hill, and Olivier Gendebien, who climbed into this car after theirs was forced to retire after a third of the race, claimed victory. Daigh was a good American driver, also with experience in the Carrera Panamericana.

The other official Testa Rossa of Behra/Allison finished second to seal a one-two for the Maranello marque. A 250 GT California Spider, previously GT class, came ninth, driven by Howard Hively, a loyal customer who raced Prancing Horse cars for years in the United States, and Richie Ginther.

The year 1959 saw the last victory at Sebring for a front-engine car, and it could only be a Ferrari.

## 1960

### Stirling Moss drives a 250 GT Berlinetta to the first of five consecutive Ferrari triumphs in Tourist Trophy

Enzo Ferrari, Stirling Moss and a marriage that wasn't going to happen in F1. Yet it was not for trying. In September 1951, Moss was third at Monza in the 4th GP Autodromo for Formula 2s, beaten by Alberto Ascari and Luigi Villorosi. It appears that the latter pointed him out to Ferrari, who invited him to race with his single-seater in the Formula 1 Grand Prix at Bari in September, which didn't count for the World Championship, with the prospect of a contract for 1952. It seemed the deal was done but it fell through due to a misunderstanding. Ferrari and Moss tried again 10 years later, at the end of 1961, when an agreement was reached to supply the Rob Walker team with a Formula 1 car and the British Racing Partnership (BRP) – the team of Alfred Moss, Stirling's father – with a 250 GTO. When everything was ready, Moss was out of action, the victim of a terrible accident in a Lotus at Goodwood, which put an end to his career. That marriage could have changed the history of F1 and have delivered Moss the world title he never won, having only ever taken four second places. Nevertheless, Moss raced 15 times with Prancing Horse cars, winning 12; following the two victories in the Tourist Trophy with the 250 GT Berlinetta of Rob Walker in 1960 and 1961, everything was set for the agreement that unfortunately bore no fruit.

The first time Moss raced a Ferrari was in 1957, in the Bahamas, when the Briton won two races in the Nassau Trophy at the wheel of a 290 MM belonging to the Temple Buell team. Then he triumphed in Cuba in 1958 with a 335 S entered by Luigi Chinetti.

The first victory in the Tourist Trophy at Goodwood came in 1960, with the 250 GT Berlinetta of Rob Walker, which was followed by another at Brands Hatch in the Redex Trophy and again in Nassau.

The Tourist Trophy was the most prestigious race in the UK, for which all the best British drivers lined up. The victory in 1960 was the first of an incredible five by Maranello, through to 1964. In 1961 Moss won again with Walker's car, ahead of the sister car driven by Mike Parkes.

At the start of the Tourist Trophy in 1962 he was replaced by Innes Ireland, who triumphed! It was a memorable edition, with an all-Ferrari podium: behind the 250 GTO of Ireland came the cars driven by Graham Hill and Mike Parkes who, in that order, went on to dominate the 1963 edition.

Hill won again the following year this time at the wheel of the 330 P, ahead of David Piper, who was competing for his own team in a Ferrari 250 LM.

Hill's season continued with a second place in the 24 Hours of Le Mans with team-mate Joakim Bonnier. It was an all-Ferrari celebration, because victory went to Jean Guichet and Nino Vaccarella, while John Surtees and Lorenzo Bandini were third. It was a stunning hat trick for Maranello!

The 250 GT Berlinetta (short wheelbase), with which Moss won in 1960 and 1961, occupies an important place in the history of the Prancing Horse. Presented at the Paris Motor Show in 1959, designed by Pinin Farina and built at the Carrozzeria Scaglietti, it perfectly encapsulated the idea of a road car that could triumph on track. It was the first Ferrari road car with standard disc brakes and was one of the most famous models to bear the 250 model-type name, the cars that from 1952 to 1963 were fitted with the 3000 cc V12 engine designed by Gioacchino Colombo.

## 1961

Ferrari wins three world titles; the Drivers' with Phil Hill and the Manufacturers' in F1 and Sportscars

There are times in life when everything goes well, bringing joy and success, loads of success!

The year 1961 was destined to be one of the best for Enzo Ferrari. The Prancing Horse became the embodiment of speed on four wheels. His Scuderia was the essence of motor racing; his cars perfect and nigh on invincible creations.

After two difficult years with little in the way of success in F1, 1959 and 1960 were the apotheosis, also due to a radical shift in the regulations. Before this, however, Ferrari went through something of an inner struggle. Enzo had to change his mind and agree to put 'the cart before the horse' by launching a single-seater and sports car with the engine behind the driver.

The decision paid off extraordinarily, with three world titles in one go: Drivers' and Constructors' in F1, plus the World Sportscar Championship. Of course, not everything went right as with the tragic death of Ferrari driver Wolfgang von Trips. In addition, that triumphant season ended in a storm, with the team acquiring a totally new management and technical leadership.

The 156 F1 designed by Carlo Chiti astonished everyone because it was the first Ferrari mid-engine single-seater. It was dubbed 'the shark', due to its innovatively shaped nose with two angled vents that made it look like the great predator. This car helped Phil Hill to win the Drivers' title by one point over the unfortunate Von Trips, who lost his life in Monza, together with 15 fans. The other Ferrari driver, Richie Ginther, was fifth in the final rankings.

Phil Hill set a new Nürburgring record in qualifying, lapping in less than nine minutes, and was also the first American driver to win the F1 World Championship. The young Giancarlo Baghetti also had a day of glory in the 156, winning on his F1 debut at Reims, with a Scuderia Sant'Ambroeus vehicle hired from the Italian federation.

The World Sportscar Championship danced to the same tune. Scuderia Ferrari dominated right from the 12 Hours of Sebring, when four 250 Testa Rossas took the top four places. Phil Hill and Olivier Gendebien came first. The Belgian driver - this time paired with Von Trips - repeated the feat soon after at the Targa Florio, behind the wheel of the 246 SP.

While the Nürburgring 1000 Kilometres just yielded placings (from 2nd to 5th), the 24 Hours of Le Mans brought another great hat-trick, Hill and Gendebien won again. However, the Italians Lorenzo Bandini and Giorgio Scarlatti won the last World Championship race, the Pescara Grand Prix.

The SP 246 was the first mid-engine Ferrari in the Sportscar category, with a very aerodynamic shape, and a low bonnet with a double oblique air intake. It was powered by a 2,500 cc V6 engine.

The 250 Testa Rossa took its name from the colour of the cylinder head. In this case, only the valve covers were actually painted, but the name remained, to recall the previous model. It is perhaps Maranello's most famous sports car. This car, designed especially for teams and privateer drivers, adopted the new 3-litre engine.

## 1962

Presentation of the 250 GTO, winner of the International Championship for GT Manufacturers in 1962, 1963, 1964

The year 1962 saw the arrival of the model, that more than any other, represents the quintessence of the Ferrari brand in the collective imagination - the 250 GTO. It was officially unveiled at a press conference presenting the programmes for the season ahead.

In fact, the first experimental car had already been on track at Monza in August 1961 with Giancarlo Baghetti and in September, prior to the Italian Grand Prix tests, with Willy Mairesse and Stirling Moss.

The 250 GTO perfectly encapsulated the Ferrari philosophy - performance and design excellence. It was not simply a great tourer, but a real racing car with a number plate.

It was an icon, whose sinuous and at the same time aggressive line is still captivating down to this day, and for many regarded as the most beautiful Ferrari of all time. It won everything there was to win on the track, and today is the highest valued historic car in the world - we are talking about figures of €30 million, which are bound to increase.

The car was designed by the brilliant Giotto Bizzarrini based on the 250 GT SWB, to race in the World Marques Championship, which from 1962 changed its name, moving over to GT and was divided into categories. The letter O in GTO stands for Omologata (approved), but the 100 examples that were then requested were never produced. There were 36 plus another three equipped with a 4000-cc engine. Bizzarrini cared about aerodynamics and the vehicle's lines were sculpted in the wind tunnel. However, the engineer, a native of Livorno, wasn't there for the launch of the car in February 1962, as he had been part of the core management that Enzo Ferrari decided to renew at the end of 1961. Responsibility for the vehicle and its approval then passed to Mauro Forghieri.

Sergio Scaglietti gave the last touches to the body, shaping the metal exposed on the frame, piece by piece, without drawings. The 250 GTO's great reputation developed on racetracks around the world, and on road courses such as the famous Tour de France Automobile.

The 250 GTO delivered three world championships to Maranello from 1962 to 1964, plus many victories in the most prestigious races. In the early season conference, it was the only one that still had a front engine, the 3-litre V12 300 hp designed by Gioacchino Colombo, while the sports cars and F1s had changed to a mid-engine over the wheel axle.

A rear spoiler was added before its debut in the 12 Hours of Sebring. In the race, Olivier Gendebien and Phil Hill drove their 250 GTO to second overall and first in the GT category, behind the Ferrari 250 Testa Rossa, which won with Joakim Bonnier and Lucien Bianchi.

We can also see that the 250 GTO is a work of art by the fact that this racing model has the largest number of differently coloured liveries, besides the classic red.



## 1963

### The Ferrari 250 P of Lorenzo Bandini and Lodovico Scarfiotti wins the 24 Hours of Le Mans

Ferrari's history is full of many glorious moments. However, some episodes fill our hearts with pride more than others. Moments in which Ferrari's overwhelming power crushes its opponents.

16 June 1963 is a date that remains carved in the annals of motoring. Lorenzo Bandini and Lodovico Scarfiotti, driving a Ferrari 250 P, won the world's most prestigious and demanding race: the 24 Hours of Le Mans, now in its 40th edition, which, unusually, turned out totally rain free.

It was the first and only time that a fully Italian crew won the race, doing so at the wheel of an Italian car.

We are talking about two young promising drivers not yet in their thirties: Bandini was 27 and Scarfiotti 29, nicknamed Lulu, and a cousin of Gianni Agnelli. The two drivers were talented and they showed it by also going on to win in Formula 1: the former in Austria in 1964 and the latter at Monza in 1966.

At Le Mans they shared the work more or less evenly: Scarfiotti was at the wheel for 10 hours and 50 minutes, Bandini for 12 hours and 44. They pulled into the pits 12 times, losing only 26 minutes in an intelligently fought race. In second place from the sixth hour in, they took the lead six hours from the end, taking advantage of another problem with John Surtees and Willy Mairesse's 250 P, with the Belgian only narrowly escaping the flames that enveloped the car when fuel leaked during refilling.

Then came the Ecurie Nationale Belge 250 GTO, crewed by Jean Blaton, nicknamed "Beurlys" and Gerard Langlois van Ophem, while another official 250 P, driven by Mike Parkes and Umberto Maglioli completed the podium.

The Prancing Horse was totally dominant, occupying the top six positions: Dumay/"Elde", in the 250 GTO; Sears/Salmon in the the British importer's 330 LMB sport; and Gregory/Piper in the NART team 250 GTO LMB.

Le Mans was a Maranello fiefdom from 1960, with the three consecutive wins by the specialist Olivier Gendebien: one paired with Paul Frère in an all-Belgian crew and two with Phil Hill, but actually the duo had previously won in 1958.

So 1964 was the fourth consecutive victory for the Prancing Horse; another couple came over the following years.

The 250 P was a car from which much was expected, since it was the first with a 3-litre 310 hp mid-engined 12-cylinder power unit.

It was designed by Pininfarina, now written as one word, after a decree in 1961 by President of Italy Giovanni Gronchi allowing the change of surname.

The car stood out for the rollbar/wing behind the driver's head and the two air intakes on the rear wheel arches, accompanying a very clean and effective line. In 1963 it won three races out of four and took the World Endurance title.



## 1964

### John Surtees becomes Formula 1 world champion with the 158 F1

The year 1964 was historic for the racing world: “Big John” succeeded in his quest to become the Formula 1 World Champion. John Surtees’ exceptional achievement was to be the first and only person ever to win the title of World Champion on both two and four wheels.

His honours include three world titles in the 350 cc class and four in the 500 cc between 1956 and 1960, with MV Agusta (where he also earned the Italian nickname ‘figlio del vento’, or ‘son of the wind’), and, of course, the Formula 1 World Champion title in 1964 with Scuderia Ferrari. Surtees also helped Maranello to the Constructors’ title in 1964, and the World Endurance Sports Car Championship from 1963 to 1965, winning the 12 Hours of Sebring and twice at the Nürburgring, as well as at Monza in 1966.

He began racing in F1 in 1960, aged 26, while still competing on bikes, proving able to handle both. In 1962 he signed for Enzo Ferrari for the next season, an opportunity he could not pass up! Surtees among other things, that year already raced with the 250 GTO at home in the UK and in the Manufacturers’ Championship.

In 1963 he immediately won an important victory with the Ferrari F1 at the Nürburgring and second place at Silverstone, both legendary circuits. He then won two races that didn’t count for the World Championship in Pergusa (Italy) and Kyalami (South Africa).

His historic triumph came in 1964. Surtees raced the new 158 F1 equipped with a V8 engine, a type of engine that was destined to be used in a long series of road cars.

Surtees was not a man of half measures during the 1964 season, either winning, finishing second, or forced to retire!

After a difficult early period, dropping out of a number of races, the turning point came with triumphs at the Nürburgring and Monza, which helped him to close the gap on drivers of the calibre of Graham Hill and Jim Clark. In the end, he beat Hill by a single point, thanks in part to teamwork with Lorenzo Bandini.

At the last two races, in the US and Mexico, the Ferraris competed in the colours of the American team NART (white and blue) of importer Luigi Chinetti. It was a form of protest against the sports authorities for not giving type-approval to the 250 LM as a GT car.

In 1964 Surtees also won the Syracuse GP, which didn’t count for the championship. His race results with the Maranello Scuderia speak clearly: one world title, six wins, 24 podiums, eight pole positions and one fastest lap, in Formula One alone.

Precise, meticulous, technically skilled, John Surtees embodied an extraordinary passion and talent. No other motorcyclist has ever managed to triumph in Formula 1 and, indeed, nor has it happened the other way around.

Surtees and Ferrari went their separate ways in F1 in 1966, after his victory at Spa-Francorchamps, in torrential rain. However, their paths crossed again in 1970, in Endurance racing.

## 1965

Ferrari 275 P2 of Lorenzo Bandini and Nino Vaccarella wins the Targa Florio in 1965

Nino Vaccarella, nicknamed “The Flying Principal”, is one of the Targa Florio’s mythical figures: he is the local hero, the darling of the crowd, and they scrawl his name on the walls along the route.

Vaccarella could boast three wins and two third places under his belt and a couple of retirements deprived him of two other certain victories.

A Sicilian from the city of Palermo, Vaccarella graduated in law, but after his father’s death, he decided to dedicate his life to running the family’s school, as Principle, along with his sister.

Then along came racing, a passion that had devoured him since boyhood, never flourishing fully due to his choice of career. A shame, as he clearly has the potential to establish himself as a champion and triumph in a lot more than the 19 international races that he actually won.

Enzo Ferrari considered him an ideal driver for the sports-prototypes and was proved right - with Jean Guichet, Vaccarella won the 24 Hours of Le Mans in 1964 behind the wheel of the 275 P, helping the Maranello Scuderia to win the World Sports Car Championship. Such was his dedication to his school, however, that Vaccarella skipped the celebrations following his victory at Le Mans, choosing instead to go to work on the Monday morning after the race.

In the magical year of 1964, Vaccarella also came second at Sebring (as he did in ‘63) and took first place in the 1000 km of the Nürburgring and in the Coppa Intereuropa at Monza.

Then in 1965, he sped to victory with a Ferrari on home turf in the Targa Florio, 72 km over difficult and gruelling roads through the Madonie mountains. In this edition of the race, he drove alongside Lorenzo Bandini, taking an all-Italian victory ahead of a host of Porsche and Ford works cars present.

They set a new record for the circuit, completing the ten laps (a distance of 720 km in total) in 7 hours 1 minute and 12 seconds, in front of around 250,000 spectators. Vaccarella was 32, while Bandini was just 30. Together, they represented the youth of Italy, driving fast and making their mark in the international arena. It became apparent that Ferrari had a soft spot for young Italians, treating them like sons, taking them on in dribs and drabs so as not to place them in direct competition with one another. The team tried to launch their careers without burning them out or losing them, so they gave them each a turn, one by one. In 1965, Ferrari earmarked the F1 Italian Grand Prix for Vaccarella, where he raced in a 158 F1, remaining in sixth place until he was forced to withdraw due to engine failure. Regardless of this, 1964 and 1965 were enchanted years for the Sicilian driver.

His companion Bandini, fresh from taking 4th place in the F1 World Championship, also won at Le Mans, as well as twice taking second place in the Targa Florio. From this result, it seems that his heart was truly set on winning the Sicilian marathon. With Vaccarella, he finally succeeded.

Their car for the Targa Florio was one of the models from the all-conquering P series, developed over four years from 1964 onwards; the 275 P2 was the first evolution of this range and came out in 1965 alongside the 330 P2, which featured a larger engine.

## 1966

### Turin sees the presentation of the 365 P special, a unique three-seater

When it comes to the most precious jewels, the finest works of art, or the most exclusive tailored clothes, only very few, perhaps even just one, are ever made.

Ferrari can boast many famous international masterpieces. However, there are also hidden treasures that are not as well known to fans, that still deserve an honourable mention: real dream cars with amazing shapes, technical innovations, exceptional materials and incredible attention to detail.

In this case, we are talking about the Ferrari 365 P Berlinetta Speciale. Pininfarina came up with the concept in 1966, based on a design by Aldo Brovarone, who later moved from designer to Head of Styling. He also designed the Dino.

The car was presented at the 1966 Paris Motor Show, in White Gardenia. It was so beautiful that Gianni Agnelli fell in love with it and commissioned a second copy, which was delivered the following year in Turin, in metallic grey and with a rear spoiler.

At first glance it's the shape that attracts, with its slender long, clean lines, with sloping struts on the tail. Although it was a longer car, it was a precursor for the lines seen on future Dino models.

Exterior details included a glass sunroof that was cutting edge for the time, a visible petrol cap, air vents in front of the rear wheel arches, and a dual exhaust.

However, the most notable feature was concealed in the passenger compartment: this car was a three-seater, with the driver's seat in the centre. This unique feature was rare for its time, but was then picked up by a couple of other manufacturers a few years later. That's not all though. For the first time, a Ferrari GT used a mid-engine architecture, in this case using the race-derived 4.4-litre V12.

In fact, the mechanics were taken largely from the racing Ferrari 365 P2.

US importer, Luigi Chinetti, bought the white model, selling it and buying it back twice. It was auctioned in 2014 with 7900 km on the clock, but an offer of nearly USD 23 million was rejected!

Gianni Agnelli kept his version for a few years, before selling it in the US.

One of the two cars was repainted, first in metallic blue and then red, but the original colours of the two specimens are white and metallic grey.

Gianni Agnelli said of the car: "You didn't have time to stop before people were immediately around it. But it was fun. It had monstrous acceleration. You just had to get used to the driver's seat in the middle, because it gave an ideal any reference points to either side, right or left."