



Vincente Alvarez Image; Whitefly Collection

BUENOS AIRES 1957

Just over fifty years ago, on the streets of Buenos Aires, three of the World Sports Car Championship's leading contenders – Ferrari, Maserati and Ecurie Ecosse – battled it out for overall honors at the season-opening *1000 Kilómetros de la Ciudad de Buenos Aires*. The venue on that occasion was a layout drawn on the city's coast front, the Costanera.

The organizers of the 1957 Temporada's usual three events had given things a major rethink in regards to a new venue, for what was to be the fourth edition of the *1000 Kilómetros de la Ciudad de Buenos Aires* on January 20th, the opening round of the World Sports Car Championship. As a consequence, the teams did not on that occasion meet face-to-face on the previously used Autódromo-Avenida General Paz semi-permanent layout, located within the city's southwestern limits. Instead, a 10.2 kilometer long, high speed layout, located little more than 10 kilometers from the Autódromo, and drawn out on Buenos Aires' coastal front, played host to the visiting and local teams.

One of the reasons for forsaking the combined Autódromo-Avenida General Paz venue that year was due to the fact that the Temporadas of the fifties meant a considerable financial outlay for the organizers. The idea was now to try and get the largest number of paying spectators through the box offices, something impossible in the case of the previously mentioned layout, where the majority of the fans preferred to spectate from the free-for-all sidewalks on either side of the double-carriageway Avenida General Paz.

DAVID SEIELSTAD...

Number 10: 290 MM, s/n 0626, first OA, driven by Gregory, Castellotti and Musso. Perdisa was to have driven with Gregory, but was bumped by the more experienced Castellotti and Musso. (Please see the story of this car beginning on page 36.)

TONY WATSON...

(A) If the photo was taken during practice (as I think it was, judging by the few spectators in the background), with this car's two nominated drivers being Masten Gregory and Cesare Perdisa (the last of whom, from what I've been able to find out, did not get to drive the car in the actual race), I'd say it's either Perdisa, or even Peter Collins (who although not nominated to drive this car, may have had some practice laps aboard it), here seen practicing the car. Somehow, it doesn't look like Gregory here driving (Note: I think Gregory used a white helmet for that Temporada).

(B) If the photo was taken during the actual race, I'm at a crossroads in what refers to whom it is at the wheel of the car (although it's certainly neither Castellotti nor Musso, who also co-drove the car during the actual race).

This year, for the 1000 kilometer race, Ferrari came out with two new 3.5 liter 290 S examples for Peter Collins/Mike Hawthorn and Luigi Musso/Eugenio Castellotti to drive, plus two 290 MMs for Wolfgang von Trips/Alfonso de Portago and Cesare Perdisa/Masten Gregory, the latter car being a works assisted entry.

