

VENI, VIDI, VICI IN ARGENTINA!

THE 1960 BUENOS AIRES 1000 KM
& THE SECOND SUCCESSIVE "ONE-TWO" FOR THE TESTA ROSSAS IN THE LAND OF THE PAMPAS
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The 1960 edition of the season opening Buenos Aires 1000 Km not only marked the end of an era in reference to the event taking place on the combined Autódromo-Avenida General Paz layout. It also marked a second successive "one-two" result for the Testa Rossas in the event. Ferrari's 250 TR had claimed overall honors two years earlier in the 1958 edition, with the Phil Hill/Peter Collins and Wolfgang von Trips/Olivier Gendebien/Luigi Musso coming home in "one-two" formation aboard their Testa Rossas, in what had been the first World Sports Car Championship victory for one of Maranello's most iconic cars. (See Cavallino 173.)

There was no Temporada in 1959, but the following summer saw foreign drivers and teams visit the country during what turned out to be three extremely torrid weeks. Although Ferrari did not have the edge on its Grand Prix rivals in 1960, due to the ever-increasing rear-engined brigade, in sports car racing its evolution Testa Rossas appeared to be the cars to beat. This was true even though in this year Maserati were making a welcome return (in works supported form) to the World Championship arena, and Porsche, as usual, was a factor when it came to tight and twisty layouts.

For the 1960 Buenos Aires 1000 Km, the Scuderia shipped out two evolution TR59/60 examples, together with a new 2.5 liter car, the Dino 246 S. Despite giving away half a liter to the larger cars, the Dino's speed on the lengthy and fast layout was a surprise, as it lined up fourth fastest in practice. At the wheel of the team's two Testa Rossas were Phil Hill and Cliff Allison, plus Wolfgang von Trips and new Ferrari recruit, Richie Ginther. Another team newcomer, Ludovico Scarfiotti, was sharing the Dino with none other than José Froilán González. This event and the following weekend's Argentinian Grand Prix were to mark the hugely popular local driver's final outings for the team.

A sign of the changing times was that this edition of the event marked the first occasion in its six year history in which no locally-owned Ferraris appeared on the entry list. The examples residing in the country, which had been imported until just before the mid-fifties, were now way past their competition days.

On a high speed layout like the Autódromo Buenos Aires-Avenida General Paz combination, the two TR59/60s' only realistic opposition was Maserati's latest offering, the 2.9 liter Tipo 61. America's "Lucky" Casner had recently formed the Casner Motor Racing Division (Camoradi) and he shipped out to Argentina the first Tipo 61 which had been delivered to him. There were also four of the Trident's, by

then aged, 300 S examples entered, belonging to local and Brazilian crews.

Porsche was making its second visit to Argentina as a works squad, with a formidable driver line up in charge of its trio of Spydres: Jo Bonnier/Graham Hill, Olivier Gendebien/Edgar Barth and Maurice Trintignant/Hans Hermann (the latter duo in a 1.5 liter example), all of whom would undoubtedly find the layout's very long straights somewhat handicapping aboard their smaller-engined cars. Unfortunately, there was another handicap awaiting them, in the shape of a new version of the FIA's recently introduced Appendix C rules. Five other Porsche Spydres, some of them locally entered, several Ferrari 250 GTs and one Porsche Carrera GT filled out the the entry list.

The FIA had published the latest version of its Appendix C set of rules during October of 1959 and, on all the teams' arrival in Argentina, only the works Ferraris and the Camoradi-entered Maserati were fully compliant with the new rule book. Its central item was the height corresponding to the cars' windscreens, which had to be no less than 25 cm high. The idea was for drivers no longer having to peer over the windscreens. Instead, from now on, they would peer through them. But as many of them pointed out, there was not much they were going to be able to see through, once the windscreens became plastered with a coating of insects, dust and oil.

Ferrari team manager Romolo Tavoni quite rightly insisted the rest of the field should also comply with the new rules, just as his team's cars did. Despite much protesting and some cabling to the FIA by most of the drivers, Porsche had to eventually fit its cars with the new, mandatory-sized windscreens and in the process found the lap times of their nimble RSKs suffered. They were now about 2% slower around the 5.88 mile layout, due to their taller windscreens' influence on their aerodynamics.

Regarding the on-track action, which began on the Thursday preceding the weekend of the event, Ferrari realized from the onset that, while the new Maserati lasted, its Testa Rossas would have a fight on their hands. Dan Gurney and Masten Gregory were the drivers of the Trident's latest offering, with the latter still feeling the effects of some months earlier having had to bail (or bale) out of his Ecurie Ecosse-entered Tojeiro-Jaguar during the 1959 Tourist Trophy at Goodwood.

Whereas Phil Hill managed to sub the 3'29" mark on the Thursday, the Maserati's pace during Friday practice (when Gregory improved that lap time by over four seconds) and Saturday practice was particularly impressive, and only

