

The **Autocar**
FOUNDED 1895 LARGEST CIRCULATION

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Exciting 45th Targa Florio

FERRARI SNATCH VICTORY IN DRAMATIC LAST LAP: PORSCHE SECOND AND THIRD

IN one of the most dramatic finishes and closest contests ever seen in the long history of the race, Ferrari, with a new Type 246 rear-engined sports car, driven by von Trips and Gendebien, won the 45th Targa Florio at a new record speed of 103.433 k.p.h. (64.27 m.p.h.), beating the previous one of Moss-Collins in the 300 SLR Mercedes in 1955 by 4.44 m.p.h.

Moss, in a 2-litre Porsche, which he shared with Graham Hill and drove for eight of the 10 laps on the tortuous 44.74-mile circuit, virtually had led the race throughout, except for time lost in driver changes, although by a fairly narrow margin. He broke his own lap record of

Alfa-Romeo Giuliettas, and of the 18 which started, seven qualified, the fastest finishing eighth overall at an average speed of 56.1 m.p.h.

For the first time in this long-established race, which originated in 1906, the organization has passed out of the hands of the Florio family. It is now organized by the Automobile Club of Palermo, but Vincenzo Paladino, grandson of Florio, the founder, and skin-diving champion of Italy, is a member of the club committee.

Modifications have been made to the circuit this year; several severe corners have been eased, crash barriers added at several dangerous points to prevent cars slipping down the many ravines and cer-

road runs parallel with the coast, and there is a flat-out straight of almost five miles with very fast and tricky bends towards the end before approaching the start in a last series of bends and hairpins.

Official practice was restricted to 3½ hours on Friday, when the roads were closed, but unofficial practice in training cars had been going on for several days. Most competitors restrict practice in the race cars to three laps, which are more than equal to a modern G.P. race when the severity of the course is considered.

It was a foregone conclusion that the main contest would be between Ferrari and Porsche. Ferrari had three team cars, two rear-engined Type 246 Sport for von Trips-Ginther and Phill Hill-Gendebien, and the Sebring-winning front-engined 3-litre vee-12 car, which also has the cut-off tail and transverse stabilizer fin, for Mairesse and the 19-year-old younger Rodriguez, Ricardo. Best practice times were those of von Trips (43min 42sec), Ginther (46min 8sec), Hill (49min 15sec) and Gendebien (43min 56sec). Mairesse did not complete one lap before going off the road in a big way, so Rodriguez did not practise; the car was repaired at the local Fiat works in time for the race.

Porsche brought one completely new car, to be driven by Bonnier-Gurney. It was similar to the Le Mans practice car minus the hardtop, but retaining the hump with rear air-entry over the carburetors. It is basically similar to the RS 60 in mechanical specification, but has a 4in. longer wheelbase and a 1966 c.c. engine having a bore and stroke of 74mm x 92mm. The maximum power of around 165 b.h.p. is no greater than the 1700 c.c. engine of the RS 60 used by Hermann and Barth; but the torque is 151 lb. ft. at 5,000 r.p.m. compared with 110; this is of great importance on a circuit like the Targa Florio. Bonnier's best practice lap was 42min 5sec; Gurney



Above: Moss had just overtaken the Lancia Flaminia of Cabianca-Zagato (which was third in the large G.T. class until engine trouble developed in the eighth lap) and placed himself beautifully for the sharp right-hander. Right: The Porsche Carrera, driven by Strahle, Pucci, Linghe and von Hanstein, which won the G.T. class. This is a typical section on the approach to the mountains

42min 17.5sec set up in 1958 with the DB3S Aston Martin four times but, alas, he also broke the differential of his Porsche when entering the home straight less than four miles from the finish; it was a bitter misfortune after a masterly and relaxed drive, which demonstrated that he is still unsurpassed on a really difficult circuit.

Von Trips, who drove for the first four and last two laps in the winning Ferrari, put in a fantastic last lap in an effort to close the gap of 1min 6sec behind Moss. His almost unbelievable time was 40min 3.2sec, equal to a speed of 107.847 k.p.h. (67.02 m.p.h.). Porsche took second place with a new 2-litre car, driven by Bonnier and Gurney, and third place with a 1960 RS, with Hermann and Barth; they also took first two places in the 1,300 c.c. to 2,500 c.c. G.T. class. A very fine performance was put up by a big field of

tain sections resurfaced, all of which have contributed to the better lap times achieved. Nevertheless, this unique course, with its 710 corners per lap, on narrow roads with barely room for two cars to pass even at normal traffic speeds, is a severe test of machine and very demanding on the driver. Certainly 10 laps of it for seven hours is a much more severe test than 24 hours at Le Mans.

From the start, which is on a climbing bend, the road rises in a series of twisting turns to a height of 1,970ft in seven miles. It drops to 820ft in another five miles and rises again very severely to 1,870ft in 1.75 miles and passes through several small towns and many hamlets. For the next 13 miles to Campofelice, the road goes down almost to sea-level, in a succession of plunging curves which are a severe test of brakes, gearbox and suspension. Just beyond Campofelice the



recorded 44min 35sec, Hermann 44min 48sec and Barth 44min 56sec.

Moss and Graham Hill practised with the 1700 c.c. RS 60 with best times of 41min 4sec and 44min 8sec respectively, Hill doing only one lap. On Saturday night the engine was changed for a 1966 c.c. unit, but the carburation was not good on pick-up low down. Two Carreras were entered in the G.T. class.

Maserati were represented by two Type 63 2.89-litre four-cylinder, rear-engined cars entered by Scuderia Serenissima and driven by the local Sicilian Vaccarella—who put up such a good performance in last year's race—and Trintignant. Maglioli and Scarlatti shared the second car, which had a high and short stabilizing fin. Best practice times were by Vaccarella, 44min 43sec; Maglioli, 45min 40sec; and Scarlatti, 47min 38sec. Boffa, in one of four two-litre sports cars entered, recorded 45min 48sec.

The only British-made car entered was a Lotus XI, of Squadra Conrero, driven by de Leonibus and Munaron. There were 54 starters, split into four sports car classes and two Gran Turismo classes.



The winning Ferrari on the steep approach to Caltavuturo during the amazing last lap of von Trips, in which he almost broke 40 minutes



Bonnier drives without goggles in the new 2-litre Porsche, which he shared with Gurney to finish second

The Race

Crowds, many of them on foot, had been making their way to and around the circuit most of Saturday night, ready for the 7 a.m. start on Sunday, which was a brilliant sunny day. First car away from the starting arch was Russo's sprint Veloce Alfa Romeo; the remainder of the field followed at 30-second intervals with a one-minute gap between classes. Last car to leave at 7.34 a.m. was the Ferrari of Phil Hill, who went off at a very fast pace but did not complete one lap. He misjudged a corner after about 30 miles—and was big enough to admit freely his mistake—and went off the road.

Before going off Phil Hill was involved in an amusing incident with von Trips, who had started 30 seconds earlier. Hill caught him up after about 25 miles but von Trips, with the poor rearward vision of the Ferrari, was not aware of his presence; the impatient American went

so far as to bump him several times from the rear. In desperation Hill tried to squeeze past, there was an anxious moment and both stalled their engines with Hill facing the wrong way of the course—a quite desperate situation temporarily for the two leading Ferraris.

At 7.48 a.m. the maroon fired from high on the hill, to warn of each car approaching the very tricky pits entrance, signified the arrival of the Coco-Sand Alfa Romeo Giulietta. First car into the pits was another Giulietta, for a quick suspension check after a brush with one of the countless crags en route.

All eyes were on the Porsche contingent, which Bonnier headed 27.9sec ahead of Moss; the latter was thus 3.1sec in the lead for a time of 42min 18.3sec and a speed of 102-115 k.p.h. (63-52 m.p.h.), followed by Bonnier 42min 21.4sec, von Trips (43min 0.1sec), Vaccarella (43min 22sec) and Hermann (43min 24.3sec). The fastest Giulietta of Russo-Pernice had achieved the incredibly good time of 47min 48.1sec, 11.1sec quicker than the very special Lancia Flaminia of Cabianca and Zagato and 2min 11.1sec faster than the Lotus XI of de Leonibus-Munaron.

On the second lap Moss began to turn on the heat, and set the first of his new lap records in 41min 9sec, 104.947 k.p.h. (65.21 m.p.h.). His lead over Bonnier increased to 18.8sec, while von Trips sputtered in

a big effort to reduce his deficit behind the bearded Swede; actually he fell back to 23.2sec, with Vaccarella still fourth in front of Barth. Boffa was driving a very dashing race in his 2-litre Maserati, being seventh behind the young Rodriguez, who was more restrained than had been expected, and Maglioli in the type 63 Maserati. The blazing first lap of the Russo-Pernice Giulietta was too good to last, the former going off the road, and Cocco took over the lead in the small G.T. class with a similar car.

On the third lap Moss passed Bonnier, to increase his lead to 1min 9.2sec and reduce the lap record to 40min 58.4sec, 105.44 k.p.h. (65.67 m.p.h.), while von Trips had closed up to 12.9sec behind Bonnier. Boffa passed Maglioli to take sixth position, and the 1500 c.c. Osca of Scarfiotti and Colin Davis was going like the wind at eighth.

At the end of this lap, the Ferrari strength was reduced to one car. Rodriguez had gone off the road with the vee-12 3-litre which seemed slightly damaged; he called at the pits, having brought Phil Hill as passenger, and a quick look revealed a holed fuel tank.

The fourth lap was full of excitement

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On the approach to the Village of Cerda, five miles from the start, all the cars did a deer's leap. This is the Alfa Romeo Giulietta of Buzzetti and Avario-Sinibaldi which finished fourteenth overall

