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**AONE PIZZA AND A MOVIE: The Golden Age of Auto Racing Revisited
Part II—1960 through 1966 ©***

By Phillip Bostwick

On January 17, 2015, at promptly 4:00 p.m. the lights at Josiah Smith Tavern in Weston, MA will go down and AONE Webmaster and movie projectionist extraordinaire Dave Pratt will start a High Definition Blu-Ray DVD of the 1966 film *Grand Prix*. The two hour and 56 minute film has an intermission period during which pizza and salad will be served. Following the second half of the movie two special features will be shown for those who wish to stay. The first, *Pushing the Limit: the Making of Grand Prix*, is a 30 minute special in which the film's director, John Frankenheimer, explains how the movie was made. The second, *Flat Out: Formula One in the Sixties*, is a 16 minute special featuring interviews with Formula One drivers of the period including Jack Brabham, Stirling Moss, Dan Gurney and Phil Hill. Motorsports journalists recall Jim Clark and other drivers.

The film stars James Garner as the American Formula One driver, Yves Montand as the aging French champion driving for Ferrari near the end of his career, Antonio Sabato as the rookie Italian driver for Ferrari, Brian Bedford as the Scot driving for a "British Racing Organisation," and Toshiro Mifune as the head of the Japanese Racing Team called "Yamura." The love interests are played by Eva Marie Saint, Jessica Walter and Francoise Hardy. James Garner himself said, "...[T]he story is pure soap opera."¹ Bosley Crowther, the movie critic for the *New York Times*, wrote, "[T]he big trouble with this picture ... is that the characters and their romantic problems are stereotypes and clichés...." But he also said that the film was "a smashing and thundering compilation of racing footage shot superbly at the scenes of the big meets around the circuits...."² Indeed, the film was awarded for its innovation and technical achievement in terms of cinematography.

In the days before computer-generated imagery (CGI), when actors usually sat in front of a steering wheel while a film of race cars ran in the background, director Frankenheimer insisted on a degree of reality not previously seen. And he refused to shoot slow cars and speed up the film. He sent his actors to driving school and obtained formula race cars for them to drive. The actors were initially sent to Jim Russell's driving school but later Garner and the others were trained by Bob Bondurant, a retired Grand Prix driver. According to Bondurant, "I don't think Brian Bedford even had a driver's license. He was obviously on edge and scared, as he'd never gone as fast in an automobile, and the notion of car control at high speed was totally new to him. Yves

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Montand seemed relatively comfortable; he was a middle-aged European with a fair amount of on-road driving experience, and likely had driven some hot sports cars, pretty fast at one time or another. Antonio Sabato was somewhere in the middle, not as petrified as Bedford was, but obviously he hadn't had much experience behind the wheel of an automobile, particularly a race car at high speeds. But James Garner was a natural....He couldn't wait to get behind the wheel of a car and really start working.”[†] Bedford never got comfortable and he was photographed at lower speeds or doubled by another driver. But James Garner did all his own driving, at high speed and otherwise.³

Frankenheimer obtained Formula One cars from the prior season, which used 1.5 liter engines, and Formula Three cars, all of which he meticulously modified to look exactly like the 3.0 liter Formula One cars being photographed during the 1966 season at five Grand Prix races—Monaco, Spa, Zandvoort, Brands Hatch and Monza. Frankenheimer would have his cameraman shoot the actual green flag start and early lap sequences from the real race, then have his actors come back in proper-looking cars and shoot alternate starts, passing scenes, accidents and finishes according to the movie script. Proper editing resulted in a film that even experts had difficulty spotting the shots that were real and those that were alternative.⁴ Cameras were fixed to the front and rear of formula cars and in the front of a Ford GT 40 driven by Phil Hill, a consultant on the film, resulting in some of the most exciting racing footage ever filmed. Actual Formula One drivers appear in several scenes during drivers' meetings and at the track, including Phil Hill, Graham Hill, Jackie Stewart, Dan Gurney, Bruce McLaren, Richie Ginther and others. *Grand Prix* was one of the ten highest-grossing films of 1966 and winner of three academy awards for technical achievements.

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Part II. The Golden Age of Motor Racing Revisited---1960 through 1966.

Two Grand Prix Seasons and Two Formula One Drivers Remembered.

The purpose of Part II of this article is to review briefly two of the seven Grand Prix seasons from 1960 through 1966 and the backgrounds and achievements of two great Formula One drivers of the Golden Age of Motor Racing. They drove at the limit in an era before seat belts, shoulder harnesses, roll cages, fuel cells, flame retardant drivers' suits, helmets that masked the identity of the driver, wide slick tires, front and rear airfoil wings and the colors of cigarette and motor oil sponsors replacing the racing colors of the countries entering the race cars. It was also an era that resulted in the death or injury of more drivers and spectators than the modern

[†] James Garner, like Paul Newman, went from making a movie about racing to taking part in actual motorsports. He competed in off-road racing, including the Baja 1000, and ran James Garner's American International Racing Team. See Matt Stone, *James Garner's Motoring Life*. James Garner passed away on July 19, 2014 at age 86.

mind can imagine. Their stories and the cars they drove are infinitely more interesting than any movie maker or screen writer could fabricate.

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1. The 1960 Grand Prix Season; Jack Brabham. For the 1960 season the governing body of Formula One Racing, the *Federation Internationale de l'Automobile* (FIA) in Paris, continued its 1959 rule that the engines of Formula One cars would be limited to 2.5 liters. Jack Brabham, an Australian, had won the World Championship in 1959 driving a rear-engined T 51 model Cooper powered by a 2.5 liter Climax FPF engine built in Coventry. The Climax engine was a four cylinder inline twin cam design.⁵ For 1960 Cooper had redesigned the chassis of its cars, resulting in the T 53 “lowline” model, still powered by the 2.5 liter FPF Coventry Climax engine located in the rear. To reduce frontal area the engine was dropped one inch, the steering lengthened, the foot pedals and radiator moved forward and the cockpit lengthened, allowing the driver to be in a more laid back position. A newly-designed five speed transaxle had been engineered to overcome the weaknesses previously experienced with the T 51 gearbox. The new model could approach speeds of 190 mph on long straights.⁶ “Black Jack” Brabham[‡] was still Cooper’s number one driver, backed up by Bruce McLaren from New Zealand.

All of the British constructors, as well as Porsche, now featured rear-engined models of their Formula One cars. The Owen Racing Organisation (BRM) had drivers Graham Hill and Dan Gurney, Gurney having left Ferrari at the end of the 1959 season. Colin Chapman’s Team Lotus featured the model Lotus 18 car powered by a Climax FPF engine and driven by Jim Clark and John Surtees. Stirling Moss, driving on a handshake basis for Scotch whiskey heir Rob Walker, was provided with a Scot’s blue Lotus 18 with a Climax FPF engine. Porsche System Engineering had a rear-engined Porsche 718 car driven by Hans Herrmann. Lance Reventlow, son of Woolworth heiress Barbara Hutton, debuted Reventlow Automobiles Inc.’s front-engined Scarab Formula One car driven by Chuck Daigh and Lance Reventlow. Scuderia Ferrari also entered front-engined cars—the Ferrari 155 model powered by a 2.4 liter V6 engine--driven by Phil Hill, Wolfgang von Trips and Richie Ginther, who replaced Dan Gurney on the Ferrari team.

The 1960 season included 10 races—9 Grand Prix and the Indianapolis 500.[§] After Bruce McLaren won the opening Argentine Grand Prix in Buenos Aires in February in a Cooper-Climax, and Stirling Moss won the Monaco Grand Prix in a Lotus

[‡] Brabham is said to have picked up this nickname because of his dark hair, five o’clock shadow and aggressive driving style on the tracks in Australia where he drove dirt track midgets and formula cars in road races.

[§] 1960 would be the last World Drivers’ Championship to include the Indianapolis 500 race. Jim Rathmann won the 1960 Indianapolis 500 in a Watson-Offenhauser.

18-Climax in May, Jack Brabham won the next five Grand Prix races in a row in his T53 lowline Cooper-Climax—The Dutch GP at Zandvoort in June, the Belgian GP at Spa-Francorchamps in late June, the French GP at Reims in July, the British GP at Silverstone in late July and the Portuguese GP at Boavista in August. Ferrari's front-engined Formula One cars were completely outclassed by the rear-engined cars. This became readily apparent to Phil Hill at the first Grand Prix in Buenos Aires. He explained to his biographer, William Nolan, Ferrari's efforts to try to keep up with the Coopers, Lotuses and BRMs. "The gas tanks [of the Ferrari 155] were moved up from the rear to the sides in an effort to improve handling," Hill said. "Then the engines were moved back to compensate for the shift in weight. Of course this meant that the drivers sat almost a foot farther back too—and this tended to give you the feeling of being on the end of a string, of being *flung*, as it were....I never got near the leaders during the race, running back in fifth or sixth.... [W]e were pretty discouraged afterwards because it was all too clear that the day of the front-engined Ferrari had passed."⁷

Phil Hill had the distinction of being the driver of the last front-engined car to win a World Drivers' Championship race--and the first American driver in 39 years to win a championship Formula event^{**}--when he won the Italian GP at Monza in his Ferrari 155 in September 1960. All the British constructors—Cooper, Lotus and BRM—boycotted the Italian GP when the Italians insisted on using the banked portion of the Monza circuit during the race. It had only been used twice (in 1955 and 1956) and the rough surface and G forces had taken a severe toll of tires and suspension systems. The British all felt that their light cars with so little margin of strength would be too dangerous on the banking and sent no entries to the event.⁸

Lance Reventlow's front-engined Formula One Scarab-Offenhauser that debuted during the 1960 season was not a success. The cars failed to qualify for the Monaco GP, failed to finish in the Belgian GP at Spa and finished 10th in the United States GP at Riverside. The car became obsolete the following year and Reventlow lost interest in motor racing.

Three Grand Prix drivers died during the 1960 season. American Harry Schell was killed during a non-championship race at Silverstone, and Britons Chris Bristow and Alan Stacey were both killed at the Belgian GP at Spa. Stirling Moss also crashed there in practice. The Spa-Francorchamps circuit through the Ardennes forest in western Belgium is the fastest road circuit in Europe, with its long straights and nine miles of sweeping high speed bends--some taken at over 130 mph—make it one of the most dangerous venues and the one that separates the great drivers from the merely good ones. Speaking of Spa Phil Hill said, "Fangio was the absolute master of the fast bend, and that's one of the reasons he became World Champion five times." On the final day of practice at the Belgian Grand Prix in June Moss approached the end of a fast downhill right-hand bend in his Lotus 18 doing 130 mph when the left rear stub axle of the car broke, severing the wheel. The Lotus whiplashed and skidded, hit a dirt embankment, ejected Moss and flung itself across the road where it exploded. Moss was rushed to a hospital with cracked ribs, smashed vertebrae, two broken legs and a broken nose. No

^{**} Jimmy Murphy won the French Grand Prix in 1921 driving a Duesenberg.

sooner had word reached the pits of Moss's crash than it was announced that Michael Taylor's Lotus 18 had plunged into the trees after its steering column snapped. Taylor's injuries were almost as severe as those sustained by Moss. The two accidents were blamed on the ultra-light construction of the Lotus cars, which had been shed of a full 100 pounds off the weight of a Cooper. The general opinion was that the designers had sacrificed basic strength for a few extra miles per hour.⁹ During the race Chris Bristow, a promising young British driver, got out of line in his Cooper-Climax on the same bend where Moss had crashed the day before. His car struck a guardrail, cartwheeled end over end and came to a final stop upside down, killing Bristow on the spot. A few laps later a low-flying bird smashed the goggles of Alan Stacey and killed him as he was doing 140 mph on a fast bend in his Lotus-Climax.¹⁰ After Moss's crash at Spa he was expected to be out of racing for the rest of the 1960 season. Incredibly, after missing four Grand Prix races he was back in a Lotus 18-Climax on November 20, 1960 for the end-of-the-season United States Grand Prix race at Riverside, California, which he won.

Jack Brabham, the 1959 and 1960 World Champion, was born in 1926 in a suburb of Sydney, Australia. He quit school at 15 to work in a garage. In 1944 he enlisted in the Royal Australian Air Force (RAAF) and during World War II he was a flight mechanic on Bristol Beaufighters. After the war he started a small repair and machining workshop near Sydney. In 1948 he began driving midget race cars (called Speedcars in Australia) on dirt ovals at speedways around Sydney. He won the Australian Speedcar championships in 1948 through 1951. In 1953 he purchased some racing cars from the Cooper Car Company in England and took up road racing in Australia. In 1955 some international drivers persuaded him to go to the UK and try a season of racing in Europe. In England he struck up a friendship with Charles Cooper and his son John and began working with them on a mid-engined car called a Bobtail intended for Formula One. Brabham made his Grand Prix debut at the age of 29 driving the Bobtail car in the 1955 British Grand Prix.¹¹ In 1956 he made a permanent move to the UK with his wife Betty and their son Geoff.^{††} Brabham drove Formula Two cars for the Cooper Car Company in 1956 and in 1957 he drove a 2 liter Formula Two Cooper in the Grand Prix of Monaco. In 1958 he was Autocar Formula Two champion in a Cooper. In 1959 Cooper obtained 2.5 liter Climax engines for the first time and Brabham, in a T 51 model Formula One Cooper with a 2.5 Climax engine, won the World Drivers' Championship. In that year he persuaded his Australian friend, Ron Tauranac to come to the UK to work with him. In 1960 Brabham talked Charles Cooper and Owen Maddock, designer of the 1959 T 51 model Cooper, to upgrade their car. Brabham and Tauranac helped design the 1960 T 53 lowline Cooper Formula One car in which Brabham won his second World Championship. In 1961, when the FIA limited Formula One cars to 1.5 liter engines, Climax was not ready with a new competitive engine and Brabham, still driving for Cooper, was outclassed by Ferrari's new rear-engined machines. Brabham finished 11th in the World Championship standings at the end of the 1961 season. However, he took a

^{††} Jack and Betty Brabham had three sons—Geoff, Gary and David. All three became involved in motorsports. Geoff won five North American sportscar championships and the Le Mans 24 hour race in 2009. Gary drove briefly in Formula One.

rear-engined Cooper with a 2.7 liter Climax engine to Indianapolis and entered it in the 1961 500 race. He ran as high as third and finished ninth, completing all 200 laps and “triggering,” in his words, “the rear-engined revolution at Indy.” In 1961, while driving for Cooper, Brabham and Tauranac set up a company called Motor Racing Developments (MRD), which produced customer racing cars.

In 1962 Brabham left Cooper to drive for his own team, the “Brabham Racing Organisation”. Brabham did not like the FIA’s rule limiting engine size in Formula One to 1.5 liters, and he did not win a single race with a 1.5 liter car. In 1965 the FIA announced a new 3.0 liter limit for Formula One car engines for the 1966 season. Brabham’s business partner, Ron Tauranac, designed the Brabham BT 19 Formula One chassis for the 1966 season and Brabham approached Repco, an Australian automotive engineering company, to develop a 3 liter engine for it. The new engines under development by other constructors for the 3 liter formula had 12 cylinders, were difficult to develop, heavy and unreliable. Brabham asked Repco to develop an engine using Oldsmobile’s aluminum alloy engine block. Both were aware that the engine would not have the outright power of other engines but felt that a reliable, lightweight engine could achieve good championship results. On July 3, 1966, Jack Brabham, driving a Brabham BT19-Repco Formula One car, won the French Grand Prix at Reims giving him his first Formula One Championship win since 1960 and making him the first man to win such a race in a car of his own construction. He won the next three 1966 GP races—the British GP at Brands Hatch, the Dutch GP at Zandvoort and the German GP at Nurburgring. At the Dutch GP Brabham, annoyed by press reports about his age, put on a long white beard and hobbled to his car with a cane. He then climbed into his car and won the race. His four straight wins assured him of the World Championship in 1966. As a three-time World Championship winner he was second only to Fangio, and he became the only man to win the Formula One World Championship in a car that carried his own name. Brabham-Repco won the International cup for Formula One Manufacturers in 1966, making Brabham the first man to win both the Formula One drivers’ and constructors’ championships in the same year. He retired from Grand Prix racing at the end of the 1970 season at the age of 44. He had accomplished a record of 14 wins in 126 Grand Prix starts. In 1979 he was knighted by Queen Elizabeth for services to motorsport, the first post-war racing driver to be so honored. Sir Jack Brabham died at age 88 on May 19, 2014 at his home in Gold Coast, Australia.¹²

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2. The 1961 Grand Prix Season; Phil Hill. In October 1959, at a Royal Automobile Club party in London, the president of the FIA announced that new regulations for Formula One racing would go into effect in the 1961 season. They would limit engine capacity to 1.5 liters in an effort to reduce speeds and bring additional safety to the sport. To discourage the construction of fragile cars a weight minimum of 450 kilos would be imposed.¹³ British constructors were appalled. For months they proposed counterproposals and compromises, assuming that they would prevail. But the FIA held firm. By September 1960 it was clear that the FIA would not rescind the 1.5 liter rules

and Cooper and Lotus began work on new engines, knowing that they could not produce them in time for the 1961 season.¹⁴ Meanwhile, in a secret Modena workshop, Ferrari was plotting a surprise.

For years Enzo Ferrari, the “Pope of the North,” had insisted that Ferrari cars would always house their engines up front. “It’s always been the ox that pulls the cart,” he said.¹⁵ The change came about because Enzo hired a rotund engineer named Carlo Chiti from Alfa Romeo in 1957 after a Ferrari engineer died when he crashed while testing a Ferrari prototype at the Modena *autodromo*. Chiti favored moving the engines aft, but Enzo was unimpressed. However, when the new FIA rules were announced Ferrari put Chiti in a secret workshop in Modena away from the Ferrari factory in Maranello with instructions to develop a rear-engined car that complied with the new rules. This gave Chiti a six-month head start over the British. In February 1961 Chiti’s secret weapon, the Ferrari 156 “Sharknose,” was revealed to the automotive press. The torpedo-shaped car with the twin intake nostrils up front was powered by a V6 engine placed behind the driver and sunk deep in the chassis so the car would have a lower center of gravity. The body had been shaped with the aid of a wind tunnel—a new technique for Ferrari.¹⁶ Chiti had developed two types of 156 cars. The first type, which had been thoroughly tested, had a V6 engine angled at 60 degrees. The second, untried model, had a V6 engine angled at 120 degrees, giving the car a lower center of gravity in back. It was also 100 pounds lighter than the 60 degree car. The new four-cylinder Coventry Climax MK 2 FPF engines, used to power the 1.5 liter Coopers, Lotuses and BRMs, was estimated at no better than 155 bhp, while the Ferrari V6s were able to produce 180 bhp or better.¹⁷

The teams and drivers for the 1961 season included the Cooper Car Company with a new T 55 “slimline” car powered by a Coventry Climax 1.5 liter FPF engine. The T 55 was nearly identical to the 1960 T 53 car but with the engine slung lower in the chassis and with a six-speed version of the 1960 gearbox. Owen Maddox was working on a completely new 1.5 liter Climax V8 engine but it was not ready for the start of the season.¹⁸ As in 1960 Cooper’s number one driver was Jack Brabham, backed up by Bruce McLaren from New Zealand. At Team Lotus Jim Clark and Innes Ireland were given Lotus 18 cars with 1.5 liter Climax FPF engines. The Owen Racing Organization had BRM-Climax cars driven by Graham Hill and Tony Brooks. Rob Walker provided Stirling Moss with a Lotus 18-Climax car. Dan Gurney left BRM and signed with Porsche, where he would be driving a rear-engined Porsche 718 with Hans Herrmann. Scuderia Ferrari featured Ferrari 156 “Sharknose” cars with V6 engines driven by Phil Hill, Wolfgang von Trips, Richie Ginther, Olivier Gendebien and Ricardo Rodriguez.^{**}

^{**} Ricardo Rodriguez was the 19-year old younger brother of Pedro Rodriguez, 21. The two lionhearted young race drivers were from Mexico City and their racing exploits in privately-owned Ferraris were financed by their wealthy father. Both would die in race car crashes—Ricardo at age 20 in the Mexican Grand Prix in 1962 driving Rob Walker’s Lotus 24, and Pedro at age 31 in a sports car race in Nuremberg, Germany in 1971.

Phil Hill should have been named the number one driver on the Ferrari team based on his experience and successes on the Formula One team in 1959 and 1960. But Enzo refused to name a team leader for the 1961 season. He had a long history of trying to exact the utmost out of his drivers by pitting them against one another. "I believe in letting all my drivers have an equal chance at becoming World Champion," he said. Wolfgang von Trips presented Phil Hill with a solid threat at Ferrari for the 1961 season. Phil Hill explained the situation to his biographer, William Nolan. "There had always been great tension with Ferrari," said Hill. "Ever since I joined the team back in '56 I'd been involved in many flare-ups, and witnessed even more. You could never really relax with Ferrari, because there was always someone who wanted to see you goof, who was ready to take your place if you didn't keep your wits about you...[I]t was even more unsettling in '61 with the World Championship in the balance. Trips wanted it very much, and so did I. And despite the fact that we were members of the same team we each knew that we'd have to fight with everything we had to win the title. Therefore, the tension continued to build from race to race."¹⁹

Count Wolfgang Alexander Eduard Maximilian Reichsgraf Berghe von Trips, nicknamed "Taffy," was born in 1928, heir to a seven-hundred-year-old dynasty of German knights.²⁰ He was the only son of a noble Rhineland family. When Wolfgang was four his family moved into Burg Hemmersbach, a forty-five room castle surrounded by a moat located 11 miles west of Cologne that his family had owned for nearly two hundred years. An isolated, rambunctious child, his father took him to the Nurburgring in 1936 at the height of Hitler's Nazi showcase of the Olympics to see the famous German Grand Prix drivers Bernd Rosemeyer and Rudolf Caracciola battle in a Mercedes Silver Arrow and an Auto Union rear-engined car in the German Grand Prix. Rosemeyer became Wolfgang's hero and he told his governess that he wanted to be a great German driver like the ones he had seen at the Nurburgring. When Rosemeyer was killed in 1938 trying to break Caracciola's land speed record of 270 mph driven on a stretch of Autobahn, the Nazis depicted Rosemeyer as a Wagnerian hero and he was given a Berlin funeral. World War II was not kind to the von Trips family. The von Trips sent Wolfgang for paramilitary training with the Hitler Youth and at age 16 he was drafted to search through air raid debris for corpses as the Rhineland became a crumbling front in 1944. In the final months of the war Wolfgang was deployed to the Belgian front for combat training. American soldiers, in no mood for charity to German nobles after the Battle of the Bulge, bivouacked in Burg Hemmersbach, burning and looting art and heirlooms. After the war Taffy tagged along with the American soldier occupiers, bought a used BMW motorcycle and began racing it. Later he sold the motorcycle to buy a Porsche for racing. In 1954 he entered his first race with the Porsche. He met the head of Porsche's racing program who invited Wolfgang to drive a Porsche in the 1954 Mille Miglia. Wolfgang came in first in the 1300 cc class and thirty-third overall. After driving a Porsche in the 1955 Mille Miglia von Trips received a telegram from Alfred Neubauer, the rotund manager of the Mercedes racing team. Neubauer invited von Trips to join the Mercedes team and in June 1955 Neubauer chose Pierre Levegh over von Trips to drive the second Mercedes 300 SLR in the Le Mans 24 hour race. After Levegh's disastrous crash Mercedes withdrew from racing at the end of the 1955 season.

In March 1956 von Trips teamed with Hans Hermann and drove a factory Porsche at Sebring, Florida. Always alert to aggressive drivers, Enzo Ferrari invited von Trips to pair with Peter Collins in a Swedish sportscar race in August 1956. In September 1956 Ferrari offered von Trips a Formula One car for the Italian Grand Prix at Monza.²¹

At Ferrari Taffy acquired a new nickname: “Count von Crash.” In his Formula One debut at the 1956 Italian Grand Prix at Monza von Trips crashed during practice when his car went off the road coming out of a high speed bend, hit a tree and flipped end over end eight times. Von Trips was thrown out and suffered a badly injured arm and had his leg placed in a splint. Enzo was furious about the ruined car but von Trips insisted that he had lost control of the right front wheel in the curve. He was vindicated when Luigi Musso, driving a similar model car in the race, experienced a broken steering arm. Enzo retracted and offered von Trips a contract for the 1957 season.²² In May 1957 von Trips was paired with Olivier Gendebien to drive a Ferrari 250 GT in the 1000 kilometer sports car race at the Nurburgring. During practice von Trips missed a turn, his car went through a hedge, rolled down a hill and hit a wall. Von Trips was pulled unconscious from the ruined car and taken to the hospital where he was treated for a broken nose, two broken vertebrae in his lower back and a bruised breastbone. He was fitted with a full body cast extending from his chin to his backside and lay immobilized for three weeks.²³ In July 1957 von Trips was released from his body cast and by September 1957 he was ready for the Italian Grand Prix at Monza. He finished third in the race, behind Fangio and Moss, the first Ferrari to cross the finish line.²⁴

The 1958 season began with von Trips again on the Formula One team and Phil Hill still waiting for Enzo to permit him to drive Grand Prix cars. When Peter Collins was killed in the German Grand Prix at the Nurburgring in August 1958, Enzo selected Phil Hill to take Collins’s place on the team. Phil Hill was given his first factory Formula One drive at the Grand Prix of Italy at Monza in September 1958. Von Trips was also given a car and he and Phil Hill lined up on the second row of the grid with orders to protect Mike Hawthorn, who was locked in a battle with Moss for the Championship. At the start Phil Hill went into the lead with orders to try to get Moss to break his car, allowing Hawthorn to win. Von Trips crashed on the first lap when he collided with Harry Schell, who was passing Brooks in a Vanwall. Schell’s BRM and von Trips’s Ferrari went off the track, their cars locked together. Schell was unhurt but von Trips was thrown from his car and landed in a rose bush with a severely torn knee cartilage. Schell said later, “Von Trips must have been totally crazy.”²⁵ Moss’s gearbox broke taking him out of the race. In the closing laps Phil Hill, who had set the fastest lap, closed on the leaders--Tony Brooks in the Vanwall and Hawthorn running second in his Ferrari. On orders from the pits Hill slowed to keep from passing Hawthorn. Brooks won the race and Hawthorn’s second place allowed him to win the World Championship for 1958 by one point over Moss.^{§§} Enzo Ferrari was impressed by Phil Hill’s third place

§§ Deeply affected by the death of Peter Collins, his “*mon ami mate*,” Mike Hawthorn announced his retirement at the end of the 1958 season. Ironically, he died a few months later on January 22, 1959, when he lost control of his modified 3.4 liter Jaguar MK I

finish.²⁶ Von Trips was recovering at Burg Hemmersbach from his injuries when he received word that Enzo had fired him. After a total of eight accidents Ferrari's patience with von Trips had run out. He told a reporter, "I'm not amused by drivers who smash up my cars. I expect them to win."²⁷ During the 1959 season von Trips was invited by his friend at Porsche to join the Porsche sports car team and he raced Porsche RSK sports cars. In the fall of 1959 Enzo Ferrari, his Formula One team depleted after the death of Jean Behra at Avus, invited von Trips to rejoin Ferrari. On December 12, 1959 von Trips competed in a Ferrari in the United States Grand Prix at Sebring, finishing sixth after crumpling the nose of his car by running into Tony Brooks.²⁸

The first of eight Grand Prix races on the 1961 season calendar was the Grand Prix of Monaco on May 14, 1961. Enzo sent two types of 156 Sharknose cars to Monaco—two 60 degree V6 cars for Phil Hill and von Trips and one 120 degree V6 car. Chiti wanted Hill and von Trips in the 120 degree cars but Enzo insisted that they drive the more thoroughly-tested models. At Phil Hill's urging Chiti had Richie Ginther drive the 120 degree car. Monaco was not a fast circuit but one that demanded good driving skills as the driver changed gears about once every five seconds. It was a course made for Stirling Moss, and if he could beat the Sharknose cars anywhere in his obsolete Lotus 18-Climax it would be at Monaco. On race day Moss was on the pole, having achieved the fastest lap in practice. Two-tenths of a second behind him was Richie Ginther in the 120 degree Sharknose. Phil Hill and von Trips were slower in their 60 degree cars. At the start Ginther shot into the lead. Moss passed him on lap 14 and Phil Hill, lapping faster than any car had in practice, passed Gurney's Porsche and then Ginther's 120 degree car. Phil Hill cut the gap to Moss's car to seven seconds but Moss was driving flat out. Von Trips fell well back and by lap 75 Phil Hill was having carburetion trouble and fading brakes. He signaled Ginther to pass him in the hope that Richie could catch Moss. Ginther closed the gap to 3.6 seconds in the final laps but at the checker it was the flying Moss followed by Ginther and Phil Hill. Von Trips, two full laps behind due to a faulty throttle and a dead battery, was awarded fourth ahead of Dan Gurney's Porsche.²⁹ Moss had driven a fantastic race, calling it "my greatest drive." He said later, "At Monaco in 1961 I was on the limit. One doesn't very often run a race flat-out ten-tenths. Nine-tenths, yes. But at Monte Carlo every corner, every lap as far as I can remember, I was trying to drive the fastest I possibly could, to within a hair's breadth of the limit, for at least 92 of the 100 laps. Driving like that is tremendously tiring, just tremendously tiring, most people have no idea what it does to one."³⁰ But at the end of the day it was overwhelmingly clear: The Ferrari 156 Sharknose was the car to beat in 1961.

The next race was the Dutch Grand Prix at Zandvoort on May 22, 1961. Based on Ginther's drive at Monaco Chiti wanted all three Sharknose cars at Zandvoort to have the 120 degree engine installed. Enzo said no and Chiti was livid, demanding an explanation. Enzo called a meeting of his deputies who, foreseeably, sided with *Il*

Salon car on a wet English highway after passing Rob Walker, who was driving a Mercedes 300 SL Gullwing. Hawthorn's car hit a tree and he sustained fatal head injuries. Walker later admitted that the two had been racing on the public roads.

Commendatore. Chiti announced that either the new engines would go in or he would quit. Enzo backed down and all three cars on the front row of the grid on race day at Zandvoort were the 120 degree 156 Sharknoses of Phil Hill, von Trips and Ginther.³¹ Tavoni, Ferrari's Formula One team manager, ordered that von Trips should lead and Phil Hill should follow, with Ginther coming along for a 1-2-3 Ferrari victory. Moss and Jimmy Clark, the young Scot, had their own ideas to thwart this strategy. Clark's Lotus-Climax was the fastest British car on the course. Von Trips went into the lead at the start. Phil Hill and Jimmy Clark were in a furious battle for second place, switching positions as often as five times a lap. Ginther was fighting just as hard to hold off Moss. As the race drew to a close Clark's sticking throttle made it impossible for him to match the pace of Phil Hill's Ferrari. Phil Hill closed on von Trips until he was riding directly behind him. Tavoni flashed a pit signal reading "Trips-Hill," dictating the order of finish. As the cars came to the finish line Moss's car crossed it inches ahead of Ginther's making the final order von Trips, Phil Hill, Jim Clark, Stirling Moss and Richie Ginther. It had to be one of the most exciting races ever run at Zandvoort.³² Von Trips had led all 75 laps, scoring his first Grand Prix win. Moss and von Trips had each won a Grand Prix. The pressure was now on Phil Hill to win at Spa where the Belgian Grand Prix would be held on June 18, 1961.

As the third Grand Prix of the 1961 season began at Spa Moss and von Trips were tied for first at 12 points each. Phil Hill was next, two points behind them. Ferrari sent four 156 Sharknose cars to Spa—three had 120 degree engines for Phil Hill, von Trips and Richie Ginther. The fourth car for Belgian driver Olivier Gendebien was a 60 degree car painted yellow, Belgium's racing color. As if to remind the drivers of the dangers of this unforgiving circuit with its 130 mph lap speeds and its 140 mph bends, UDT Laystall driver Cliff Allison was involved in a spectacular crash during practice which wiped out his Lotus 18-Climax and left him with two broken legs. Phil Hill bested all his Ferrari teammates by posting the fastest practice lap of 3:59.3, making him the only driver at Spa in 1961 to break the four minute mark and giving him the pole position on race day. Von Trips and Gendebien were next to him on the front row with Ginther directly behind. During the race Phil Hill and von Trips exchanged the lead several times until rain slowed them. When Hill regained the lead he was given the signal from Tavoni in the pits freezing the final positions. Phil Hill led von Trips by seven-tenths of a second at the checker. Ginther and then Gendebien made it a 1-2-3-4 Ferrari victory. A pebble had lodged in Phil Hill's eye making him half blind for the last third of the race, but he was now in the lead for the Championship with 19 points, followed by von Trips with 18. Moss and Ginther were tied at 12 points each. If Phil Hill could win at Reims much of the pressure would be removed.³³

The French Grand Prix at Reims on July 2, 1961 was run under a burning summer sun, with the temperature hitting 102 degrees in the shade and 120 degrees on the circuit. The heat softened the tarmac, creating bean-sized pieces of gravel. Phil Hill said that it was like "driving on a spill of ball bearings."³⁴ With its long straight Reims was a fast circuit and the 120 degree Sharknose cars were quickest in practice. On race day Phil Hill had the pole position with von Trips and Ginther next to him on the front row.

Giancarlo Baghetti, a young Italian driver making his Grand Prix debut in a 60 degree Ferrari car, was in the fifth row. Another all Ferrari sweep was anticipated and pre-race orders from Tavoni were that, despite his fast practice time, Phil Hill was not to win this event. At the start of the race Phil Hill and von Trips were ahead of the pack. Outraged, Hill took the lead, setting a blistering pace. He intended to show that he was relinquishing the lead only because he was obeying pit orders. On lap 8 Hill began to slow and on lap 13 he let von Trips go by into the lead. But on the 18th lap a stone pierced the radiator of von Trips's car. The Ferrari's engine blew up in the fierce heat and von Trips was out of the race. Phil Hill took over the lead, smiling broadly at his good fortune. With Ginther behind and Baghetti well back it appeared that Phil Hill had victory assured. On lap 28 Ginther spun spectacularly at the Thillois hairpin on the melted tar gravel, but he recovered, and was still ahead of the struggling Baghetti. As Phil Hill began to relax his pace Stirling Moss's Lotus-Climax closed on Hill's car and Moss attempted to pass Hill at the hairpin turn. In attempting to out-brake Moss Phil Hill spun on the hot gravel and tar surface. Hill's engine went dead and it would not restart. The intense heat had cooked the water out of the battery, making the starter useless. Hill jumped out of the car and began to push it. After it was rolling he would jump in, put the car in gear and try to start it. After doing this a dozen times he shoved the lever in gear with one hand while pushing the car with the other. The engine started and Hill had to run to catch the car. Once in the cockpit he resumed the race in a state of near collapse. By now Richie Ginther was in the lead but his radiator had become completely blocked by gravel and his engine was overheating. He dropped out of the race just before his engine seized. With only a few laps left Baghetti became the hero of the hour, battling the Porsches of Bonnier and Gurney for the lead. Bonnier's Porsche blew up and Baghetti led Gurney across the finish line by half a car length to become only the second driver to win a World Championship Grand Prix race on his debut drive. Phil Hill was livid at himself for his spinout mistake at the hairpin. He knew that from here on the pressure would be intensified tenfold.³⁵

The fifth race of the 1961 season was the British Grand Prix at Aintree, England, home of the Grand National steeplechase. From the heat of Reims the drivers went to a cold, rainy course located five miles outside Liverpool. The course is almost entirely flat but has a treacherous spot at the end of the back straight called Melling Crossing, where the road passes through two fast bends surrounded by heavy wooden gates and spiked fences, all padded by hay bales. Ferrari sent four cars to Aintree for Phil Hill, von Trips, Richie Ginther and Giancarlo Baghetti. Phil Hill got the pole position and the race started under a torrential downpour. Many of the drivers lost adhesion on the pools of water on the course near Melling Crossing, resulting in spins, sideways cars and one crash when Henry Taylor, driving a Lotus 18-Climax for the UDT Laystall team, spun, hit the wooden wall and his car caught fire. He escaped with minor burns and cracked ribs. Von Trips drove a perfect race and came in first, followed by Phil Hill, Richie Ginther and Jack Brabham. It was another 1-2-3 Ferrari victory. Von Trips now headed the Championship standings with 27 points to Phil Hill's 25. Richie Ginther was next with 16 points, followed by Moss with 12. Von Trips hoped to win the Championship at his home course, the Nurburgring, at the German Grand Prix in August.³⁶

The press was publicizing the rivalry between Phil Hill and von Trips and the crowd at the Nurburgring for the German Grand Prix on August 6, 1961 was estimated at 350,000—the largest crowd since the days of the Mercedes Silver Arrows and Auto Union's rear-engined cars in the pre-war years. Scuderia Ferrari brought four Sharknose cars to the Ring for Phil Hill, von Trips, Richie Ginther and Willy Mairesse. Coventry Climax had finally finished its new 1.5 liter V8 engine and one was installed in Jack Brabham's T 55 Cooper. The new engine was rated at 175 bhp—a 20 hp gain over the old FPF engine. Phil Hill broke the track record in practice, becoming the first driver to go around the 14 mile course with its 174 curves in under 9 minutes. Brabham's Cooper was on the front row of the grid alongside pole-sitter Phil Hill and Stirling Moss. Von Trips had been 10 seconds slower than Hill in practice so a new engine had been installed in his car for the race. At the start Brabham surged ahead in his V8 Cooper-Climax but slid off the course on the initial lap as a result of having installed soft rain tires on the front of his car while leaving hard tires on the rear. He was out for the day. Moss went into the lead and steadily pulled away, driving masterly. Phil Hill's gearbox momentarily jammed, allowing von Trips to pass him. A light rain began to fall, allowing Moss to extend his lead because he had installed rain tires on his Lotus 18 before the race and the Ferraris had not. The crowd focused on the battle between Phil Hill and von Trips for second. On the final lap Hill led von Trips out of the Karussell, but as the two Ferraris roared down the back straight side by side the skies unloaded a sudden, solid wall of water. Lacking rain tires both cars slid sideways together. Von Trips recovered control a split second before Phil Hill and von Trips crossed the finish line half-car length in front of Hill for second place after Moss's finish 21 seconds ahead of the Ferraris in his underpowered Lotus 18-Climax FPF. Moss had given the spectators a spectacular display of driving skill. Von Trips gained precious points for finishing second and now led Phil Hill 33 points to 29. Moss had 21 points and Ginther, who finished eighth, had 16. The motorsport press knew that the World Championship would be decided at the Italian Grand Prix at Monza in September.³⁷

For the 1961 Italian Grand Prix the Italian race organizers specified, as they had done the year before, that the banking would be used with the road course for the race on September 10. The British factory teams that had boycotted the race in 1960 reluctantly dropped their boycott after making it known that they preferred that the race be run without the banking. Thus, Cooper, BRM, Lotus and other British private entries appeared at Monza. The new Climax V8 engine had been installed in Moss's Lotus, Brabham's Cooper and Graham Hill's BRM. But the V8s were losing water and overheating in practice and only Brabham chose to use it on race day. Ferrari brought five 156 cars to Monza. Phil Hill, von Trips, Richie Ginther and Baghetti all got 120 models. Young Ricardo Rodriguez, driving in his debut Formula One Grand Prix, was assigned an older 60 model. All the Ferrari drivers, including Rodriguez, had faster times in practice than Phil Hill. Enzo Ferrari, in the pits for practice, chided Hill for letting the "new boy" beat his time. Phil Hill was furious, saying that his car was not right. He insisted that a new engine be installed. Enzo reluctantly ordered his mechanics to do so the night before the race. They discovered that Hill's engine had a broken inner

valve spring on one cylinder, a defect that Phil Hill's expert mechanical knowledge helped detect. On the grid before the start Phil Hill was in the second row with Ginther, both behind von Trips and Rodriguez.

As the flag dropped von Trips was slow off the line and Phil Hill and Ginther passed Jimmy Clark's Lotus for the lead. As they came around the first lap off the banking Phil Hill was leading. Behind him six cars were closely bunched and engaged in a battle just inches apart—Ginther, Rodriguez, Jim Clark, Brabham, von Trips and Baghetti--switching positions on each curve. As Phil Hill began to extend his lead von Trips made his move. He passed Brabham and then Clark, fixing his sights on Rodriguez, Ginther and Phil Hill ahead. But in cutting ahead of Jim Clark's Lotus von Trips cut his margin too close and his rear tire grazed Clark's front tire at over 100 mph. Neither driver could maintain control and Clark's Lotus spun wildly, then slammed against a dirt bank, coming to a halt at the edge of the track. Clark was stunned but unhurt. Von Trips' car spun into a steel guardrail, ricocheted across the track, sideswiped the chain-link fence in front of some spectators and began an end over end flight down the track. Fourteen spectators were killed and fifty more were injured as the car cut a swath through them. Von Trips was ejected from the car and lay face down on the edge of the track 30 yards from the final resting place of his car. He died of skull fractures before the ambulances arrived.

Beyond the scene of carnage the race continued, with Phil Hill and Richie Ginther, unaware of their teammate's death, exchanging the lead. Phil Hill told his biographer, "As we came around on the next lap I saw the two cars by the edge of the road. But I really didn't worry too much, because people had been crashing all season and there had been no fatal accidents. This looked bad, but no worse than many others. I turned my thoughts to the job at hand: winning the Italian Grand Prix. Brabham's V8 overheated and he dropped out. Rodriguez blew his engine and retired, as did Baghetti. Ginther also retired leaving Phil Hill the only Ferrari left in the race. Moss battled Gurney for second place but Moss's wheel bearing collapsed near the end and he dropped out. Phil Hill, who covered the 43 laps at an average speed of over 130 mph, took the checkered flag 31 seconds ahead of Dan Gurney's second-place Porsche to become the new World Champion. Phil Hill said, "When they told me the news that Trips was dead and more than a dozen spectators with him, I was stunned, deeply shocked. The papers reported that I broke down and sobbed, but that was not true. There were no tears. When you have lived as close to death and danger as long as I have then your emotional defenses are equal to almost anything. Trips died doing something he loved, and he was willing to accept the risks. Just as I am willing. When I love motor racing less my own life will become worth more to me, and perhaps I will be less willing to risk it."³⁸

Phil Hill and Richie Ginther were pall bearers at von Trips's funeral. A service was held in Burg Hemmersbach and the procession then took von Trips's casket in the rain to the family chapel on a high knoll. Phil Hill described the proceeding. "We clambered up, eight of us, slipping and sliding on the mud, bearing the heavy casket. There, at the chapel, the last service was held and poor Trips was finally entombed. I

have never experienced anything so profoundly mournful as that day.”³⁹ With the World Championship wrapped up Enzo Ferrari declined to send a team to the final race of the 1961 season—the United States Grand Prix at Watkins Glen on October 8, thus denying Phil Hill the honor of racing before his countrymen as the new World Champion. “I was really sick about that,” said Hill, “for that day should have been the crowning glory of my career, the biggest day of my life.”⁴⁰ Instead of going to Watkins Glen Phil Hill returned to his home in Santa Monica.*** Sports fans in America in 1961 were hardly aware of Formula One Grand Prix racing in Europe, where European fans went delirious over the sport and the drivers. In the summer of 1961 Americans were closing watching whether Roger Maris would break Babe Ruth’s record of sixty home runs. Race fans concentrated almost exclusively on the Indianapolis 500.⁴¹ Ferrari’s successful 1961 team disintegrated at the end of the season. Chief engineer Carlo Chiti, team manager Romolo Tavoni and engineer Giotto Bizzarrini all left Maranello when *Il Commendatore* refused to meet their demands, financial and otherwise. Richie Ginther left Ferrari and signed with BRM.⁴² But Phil Hill, after visiting BRM in England, decided to return to Ferrari in Maranello for his seventh season of European competition.

*** The five Grand Prix seasons from 1962 through 1966 are summarized below:

1962 Season. On April 23, 1962 at a non-championship Formula One Easter Monday race at the Goodwood circuit in England, Stirling Moss crashed heavily and was in a coma for a month. The left side of his body was partially paralyzed for six months. He recovered but retired from professional racing the following year. See Stirling Moss and Doug Nye, *Stirling Moss: My cars, My career* (Great Britain 1987), 271-274. Graham Hill won the World Championship in a BRM by winning 4 of the 9 Grand Prix races. Graham Hill died in November 1975 when the plane he was flying crashed in a fog.

1963 Season. Jim Clark won the World Championship in a Lotus 25-Climax by winning a record-breaking 7 of the 10 Grand Prix races.

1964 Season. John Surtees, a former motorcycle World Champion, won the World Championship in a Ferrari by scoring one more point than Graham Hill. Surtees is the only man to be World Champion on both two and four wheels.

1965 Season. Jim Clark won his second World Championship in a Lotus 33-Climax by winning 6 of the 9 Grand Prix races he entered. He missed Monaco because he was in the U.S. winning the Indianapolis 500 in a Lotus-Ford. Jackie Stewart made his debut in Grand Prix racing, winning the Italian Grand Prix. Jimmy Clark died on April 7, 1968 when his Lotus crashed in a Formula Two race in Hockenheimring, Germany. He was 32.

1966 Season. Formula One cars returned to the 3.0 liter formula for the 1966 season. Jack Brabham won his third World Championship driving a car of his own manufacture—a Brabham BT 19-Repco. Dan Gurney debuted his Anglo American Racers’ Eagle Formula One car. Jackie Stewart crashed at Spa and lay trapped under his car soaked in fuel for half an hour. He then became a strong advocate for improved driver safety and on-track medical facilities. On August 17, 1966 Ken Miles was killed testing a Ford GT 40 J-car at Riverside. Bruce McLaren died on June 2, 1970 when he crashed testing an experimental race car of his design at Goodwood.

* * *

A Thirtieth Anniversary Celebration of Phil Hill's World Championship Win

Phil Hill's career in Grand Prix Formula One racing went steadily downhill after his Championship year in 1961. Returning to Ferrari in 1962 he was made number one driver and promised a newly-designed, faster Grand Prix car for 1962. But with Carlo Chiti and most of his key engineers gone the promise was not fulfilled. As Phil Hill told his biographer, "Our cars simply got a facelift. We were outclassed in power and speed."⁴³ With the completion of Climax's V8 engine the British cars—the BRM 48, the Cooper T 60 and the Lotus 25-- were all superior to the outdated Ferrari Sharknose cars. Stirling Moss retired after his pre-season Goodwood crash. At the start of the 1962 season Phil Hill had a fine drive in the Monaco Grand Prix, finishing 1.3 seconds behind winner Bruce McLaren in a Cooper-Climax after three hours of furious racing. John Cooper said, "Another lap and Hill would have won. Bruce was going as fast as he dared, yet Hill kept catching him."⁴⁴ But in the last six months of the season Phil Hill failed to finish the British and German Grand Prix races and finished eleventh in the Italian Grand Prix at Monza. At the end of the 1962 season Phil Hill left Ferrari. To his biographer he said, "I wasn't sorry to leave. Enzo Ferrari never understood me. I wasn't his type, not super gung-ho enough to suit him. A lot of fine drivers died racing for him and he always favored the man who would take that extra risk in a live-or-die situation. I won a lot of races for him—which is why he kept me around—but I was never his kind of driver. I wasn't willing to die for Enzo Ferrari. I wasn't willing to become one of his sacrifices."⁴⁵

For the 1963 season Phil Hill signed on with *Automobili Turismo e Sport* (ATS), the venture started by Carlo Chiti and the other Ferrari drop-outs. Chiti had designed a new V8 rear-engined formula One car but it was never fully developed or perfected. Phil Hill said, "It was one of the poorest career decisions I ever made because these cars were far from ready. Things just kept breaking. In the GP of Belgium it was the gearbox. In Holland I lost a rear wheel, and in Mexico I was out when a wishbone joint snapped. In Germany it was a split fuel tank. And at Watkins Glen the oil pump failed. My best for the season was an eleventh in the Grand Prix of Italy. The ATS was a total disaster."⁴⁶ For the 1964 season Phil Hill signed with Cooper. He and Bruce McLaren drove Cooper T 73 cars with Climax V8 engines. Unlike 1959 and 1960 when Jack Brabham had won two World Championships in Cooper cars, the 1964 Coopers were badly outclassed. To top it off Phil Hill made some costly, and uncharacteristic mistakes. In the Grand Prix of Germany he missed a shift and blew his engine. The next month in the Austrian Grand Prix he entered a slow bend too fast and crashed. His car caught fire after he jumped out and it was totally destroyed. John Cooper, in a rage, verbally assaulted Hill and fired him from the team. To obtain the needed starting money John Cooper allowed Hill to drive in the last two races of the 1964 Grand Prix season. In the U.S. Grand Prix at Watkins Glen Hill's car fell out when the ignition failed. In the Grand Prix of Mexico on October 25, 1964, Hill started the race but did not finish when his engine lost oil pressure and blew

up. It was his last Formula One race. Phil Hill's six-year career as a Grand Prix driver was over.⁴⁷

In 1966 he was retained by John Frankenheimer as a consultant and camera-car driver on the film *Grand Prix*. He also continued driving sports cars in European and U.S. races. Phil Hill and Olivier Gendebien won the Le Mans 24 hour race in 1962 for the third time, making them the most successful driving team in the history of long-distance sports car racing. In 1965 Phil Hill set the fastest qualifying time and established a new lap record during the race at Le Mans in a seven liter Ford GT 40 before dropping out with a bad clutch while running second overall. In 1966 and 1967 Phil Hill signed with Texan Jim Hall to drive Hall's Chaparral sports cars. Hill's last professional race was in July 1967 when he paired with Mike Spence to drive a Chaparral in the six-hour BOAC 500 race. They won decisively over the P4 Ferrari of Jackie Stewart and Chris Amon, allowing Phil Hill to leave the profession a winner. Hill said, "...[O]ne day I woke up and said to myself, 'It's over. It's finally over.' At least I'd gone out a winner and that was very satisfying."⁴⁸

Phil Hill went home to Santa Monica, California. A bachelor all through his racing days, at age 44 he married Alma Varanowski in 1971. Alma, a 33 year-old teacher who met Hill when she took a group of students to see his restored cars, had a pre-teenage daughter, Jennifer, by a previous marriage. Alma and Phil Hill had two children of their own—Vanessa and Derek.^{†††} In 1972 Phil Hill and his partner, Ken Vaughn, opened a restoration shop in downtown Santa Monica called Hill & Vaughn. They gained a reputation among owners of vintage cars for concours-winning restorations, due largely to Phil Hill's meticulous work and his expert mechanical knowledge. In August, 1975 Phil Hill appeared in the second annual Monterey Historic Automobile races driving the 1938 Alfa Romeo 2900B MM spyder that he had raced at Pebble Beach in the '50s, now owned by another collector. Hill came in first in his heat.

I first met Phil Hill in March of 1986 after spotting an ad placed by Hill & Vaughn in a vintage motorsport magazine I read. I was involved at the time in a case pending in federal court in Los Angeles and on my next trip from my law firm in Washington, D.C. to take depositions in Los Angeles I made it a point to drive to nearby Santa Monica and go into their garage. I asked if Mr. Hill was in and he graciously came out to talk with me. I told him that I had seen him race at Pebble Beach in 1953, had followed his career closely and was a great admirer of his accomplishments. He was very pleasant and thanked me for coming in. I gave him one of my cards and asked him if he would mind giving me his autograph, which he did. Five years later in 1991, I was involved in vintage racing with a group called Sportscar Vintage Racing Association (SVRA). Their annual vintage race weekend at Road Atlanta, GA was going to be held in October of that year. I contacted SVRA's general manager and suggested that they name Ferrari as the honored marque for the weekend, celebrate the thirtieth anniversary

^{†††} Derek John Hill became a skilled competitive race driver after attending Skip Barber's Driving School and competing in sports car races in Europe.

of Phil Hill becoming the first American World Champion, and see if he would be willing to come to Atlanta to act as grand marshal for the weekend. I said that if they agreed to pay his expenses I would try to contact him on my next trip to L.A. and invite him. When SVRA advised me that they had agreed to fund Phil Hill's expenses for the weekend I called him and invited him to lunch with me in Los Angeles on my next trip out there. We had a pleasant lunch in Santa Monica and he told me that he would want his wife to join him, that he did not like to give after-dinner speeches and that he might not want to drive if his back was bothering him. I told him that we would certainly want his wife to accompany him, that he could drive my Ferrari Short Wheelbase coupe if he wanted to, and that he did not have to give a speech. He said that he had taken a lot of Kodachrome slides during his time in Europe and would be willing to show some of them if we were interested. He later agreed that he and Alma would join us in Atlanta in October.

When the date of the three-day event arrived a large contingent of vintage Ferrari race cars, coupes and spyders arrived at Road Atlanta with their driver-owners. Sherman Wolf, a serious collector and restorer-driver of such cars, brought a 1948 Ferrari 166 Barchetta and a 1951 Ferrari Formula One race car. John Apen, the owner of Atlanta's Ferrari-Maserati dealership (called FAF) brought his 1957 Ferrari 250 GT Tour de France (TDF) coupe that he regularly vintage-raced. I took my 1961 Ferrari 250 GT Short Wheelbase (SWB) coupe. There was also a 1963 Ferrari 250 GT Lusso (GTL) and several Ferrari spyder race cars. On Friday, the first day of racing, SVRA set aside several sessions for the Ferraris to drive on the track without other cars, thereby reducing the risk of these lovely cars getting damaged. Phil Hill drove Sherm Wolf's Formula One car until its gearbox broke. John Apen had arranged a private dinner on Friday evening at FAF in Atlanta for Phil Hill, his wife and most of the Ferrari owner-drivers. I was invited and was seated next to Alma Hill for dinner. She told me that she had never seen Phil Hill drive, that she knew very little about his life as a race driver and that she was thrilled to be attending this event. Phil Hill was not asked to give a speech.

On Saturday during one of the race sessions for the Ferraris at Road Atlanta, I was driving my SWB and looked in my mirror to see Sherm Wolf's Barchetta with two persons in it closing on my car. I was surprised to see it going so quickly because I had not seen Sherm drive it that fast before. As we entered the front straight after taking a right hand bend the Barchetta was right behind me. I then realized that it was being driven by Phil Hill and that Sherm was along for the ride. Bearing in mind that the 3 liter engine in my SWB was almost twice the size of the Barchetta's engine, and that I had my foot flat on the floor and was in fourth gear as we roared down the straight, Phil Hill had tucked the Barchetta in behind my larger coupe for a draft. As we approached the uphill right-hand curve at the end of the straight I lifted at my braking point, applied some brake while I downshifted into third to turn right at my turn-in point, only to realize that Phil Hill had pulled out from behind me and shot by my turn-in point to take the right-hander under full throttle with no brake lights coming on at all. I could see the Barchetta go into a beautiful four-wheel drift as Phil Hill slid the car using perfect car control to enter the uphill portion of the curve right on line where his car would "pick up stick" as the chassis

loaded under the car's weight. I was totally mesmerized by what I was watching. It became abundantly clear to me at that moment, as Phil Hill disappeared over the crest of the hill at the end of the curve, that he was racing and I was just motoring.

That night SVRA held its awards dinner which everyone attended. After giving out the awards, including Driver of the Year Award to one of the vintage racers, I introduced Phil Hill to the audience. I said that I had followed his career from that Pebble Beach race against Bill Pollack's black Cadillac-Allard in 1953 to his winning of the World Championship thirty years ago, and pointed out that with his young good looks, his polo helmet and split-lens goggles those of us who followed Grand Prix and road racing in Europe felt that he was the best America offered in that rarified competitive and dangerous sport. I also said that I could now tell my grandchildren that I had been passed on the front straight at Road Atlanta by Phil Hill. When he rose to speak he said, "I want to thank Phil Bostwick for letting me get by him today on the front straight." (Laughter). He then showed his color slides from his racing days, annotating them as he went. It was beyond fascinating. He showed us pictures of the German circuit at Avus where Jean Behra had gone over the wall and killed himself, as well as photos of many other cars and venues. Phil Hill said that when he retired he "had been to a lot of funerals." Throughout the weekend he was friendly, approachable, self-effacing, intelligent and articulate. By all accounts it was a wonderful celebration of the thirtieth anniversary of his 1961 World Championship.

It was with great sadness that I read in the obituary pages of the *New York Times* that Phil Hill passed away in Santa Monica on August 28, 2008 at the age of 81. From the time Phil Hill began racing his MG-TC in 1948 until he retired, over 100 race drivers had been killed in high-speed crashes in the U.S. and Europe. Twenty of those deaths occurred during races in which he was involved.⁴⁹ The only injury he sustained was a cut hand when the Ferrari Mexico that he and his friend, Richie Ginther were in went over the ledge backwards in the 1953 Carrera Panamericana Road Race.

* * *

Photos of Some Cars of the Sixties and of Phil Hill's Thirtieth Anniversary at Road Atlanta in October 1991.

The numbers below correspond with the accompanying photographs.

1. 1960. Ferrari 155 Formula One Grand Prix car. The last of the front-engined Ferraris. This photo was in the Hill & Vaughn ad that I saw in my vintage motorsport magazine. The card in the upper left has the autograph Phil Hill gave me in March 1986.

2. 1961. Porsche RSK Sports car. This car is in the Porsche Museum in Stuttgart.

3. 1961. Ferrari 250 GT Short Wheelbase (SWB). In 1956 Enzo Ferrari decided to build a *berlinetta* to race in the *Gran Turismo* class. The 3 liter engine used was the V 12 designed by engineer G. Colombo. Pinin Farina designed the bodies, which were built by Scaglietti. The 250 GT was the result. The cars built between 1956 and 1959 had a long wheelbase, drum brakes and many were raced in the Tour de France race. They became known as the 250 GT TDF. The cars built in 1960-62 had a short wheelbase and 4-wheel disc brakes. They became known as the 250 GT SWB. In 1962-64 the 250 GT was homologated and the cars became known as 250 GTO (for *omologato*).⁵⁰ The photos are of my 1961 SWB no. 2589 at Road Atlanta in October 1991 (photographs by Gordon Jolly).

4. 1962, Porsche 804 Formula One car. Dan Gurney won the French Grand Prix at Reims in this car on July 8, 1962. It is in the Porsche Museum in Stuttgart.

5. 1963. AC Ace 2.6 Ruddspeed. Carroll Shelby drove his last professional race at Laguna Seca Raceway on October 23, 1960 in a Birdcage Maserati with a nitroglycerin tablet under his tongue. He retired and went into the sports car construction business. AC Cars in England provided him with the chassis and the aluminum body of their 2.6 Ace roadster. Ford Motor Company supplied the 289 cu. Inch V8 engine and the car became the AC Shelby Cobra. AC Cars' Ace roadster of the fifties had a 100D2 Bristol engine installed with triple Solex carburetors sitting high atop the engine. By 1961 Bristol was no longer interested in producing the engines. Ken Rudd, who had driven an Ace-Bristol in the 1957 Le Mans 24 hour race, installed an inline six cylinder pushrod overhead valve 2.6 liter engine from an English Ford Zephyr sedan into an Ace and had Raymond Mays produce an aluminum head for it. A manifold for triple Weber carburetors mounted on the side of the engine was used. The body of the first 2.6 Ace was not changed, but the second was re-styled to give a lower bonnet and a smaller grille.⁵¹ AC Cars produced 36 Ruddspeed 2.6 Aces with Zephyr engines before sending all the bodies and chassis to Shelby for his Cobras. My car was the next to last 2.6 Ace produced and the only one in the United States at that time. It had a Raymond Mays head and triple 45 DCOE Weber carburetors. The photographs show my 1963 2.6 Ruddspeed Ace no. RS 5033 in the paddock at Summit Point West Virginia Raceway, and racing a Triumph TR-4 at Mid-Ohio Raceway (photo by Harrington photography).

6. 1964. Shelby Cobra Daytona Coupe. In 1964 Shelby asked Pete Brock to design a low drag coupe around a previously-raced Cobra roadster to enter in the Daytona endurance race. The resulting coupe was always known as the Cobra Daytona Coupe. In 1964 Dan Gurney and Bob Bondurant drove one to fourth place overall in the Le Mans 24 hour race, beating Ferrari in the GT class for the first time. Only six were produced. The photograph is of the first Daytona coupe and the only one remaining in original condition. It is in the Simeone Foundation Museum in Philadelphia.

7. Phil and Alma Hill at Road Atlanta October 1991.

8. Phil Hill and Sherman Wolf's 1948 Ferrari 166 Barchetta and Wolf's 1951 Formula One Grand Prix car at Road Atlanta October 1991.

9. John Apen's 1957 Ferrari 250 GT TDF (14 louver model) at Road Atlanta October 1991.

10. Phil Hill standing among the Ferraris at Road Atlanta October 1991.

11. Phil Hill and the author in front of my SWB at Road Atlanta October 1991.



1. 1960. Ferrari 155 Formula One Grand Prix car



2. 1961. Porsche RSK Sports car



3. 1961. Ferrari 250 GT Short Wheelbase (SWB)



4. 1962. Porsche 804 Formula One car



5. 1963. AC Ace 2.6 Ruddspeed



5. 1963. AC Ace 2.6 Ruddspeed



6. 1964. Shelby Cobra Daytona Coupe



7. Phil and Alma Hill at Road Atlanta October 1991



8. Phil Hill and Sherman Wolf's 1948 Ferrari 166 Barchetta and Wolf's 1951 Formula One Grand Prix car at Road Atlanta October 1991



9. John Apen's 1957 Ferrari 250 GT TDF (14 louver model) at Road Atlanta October 1991



10. Phil Hill standing among the Ferraris at Road Atlanta October 1991



11. Phil Hill and the author in front of my SWB at Road Atlanta October 1991

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- ¹ For details of the making of the film see Matt Stone, *James Garner's Motoring Life* (Minnesota 2014), 28-51.
- ² Ibid., 49, 51.
- ³ Ibid, 34, 36, 43, 46.
- ⁴ Ibid., 39.
- ⁵ For details of the T 51 model see Doug Nye, *Cooper Cars* (Wisconsin 1983), 165-185.
- ⁶ For details of the T 53 model, see Ibid., 186-208.
- ⁷ William F. Nolan, *Phil Hill: Yankee Champion* (New York 1962, 2d ed. 1996), 150, 151.
- ⁸ Ibid., 168, 169.
- ⁹ Ibid., 158, 159.
- ¹⁰ Ibid., 160.
- ¹¹ For details of this car see Nye, *Cooper Cars*, 118-125.
- ¹² Jack Brabham's obituary appears in the May 20, 2014 edition of the *New York Times*.
- ¹³ For details of the 1961 Grand Prix season see Michael Cannell, *The Limit: Life and Death on the 1961 Grand Prix Circuit* (New York 2011), 212, 213.
- ¹⁴ Ibid., 213, 214.
- ¹⁵ Ibid., 211.
- ¹⁶ Ibid., 214, 215.
- ¹⁷ Nolan, *Phil Hill: Yankee Champion*, 177.
- ¹⁸ Nye, *Cooper Cars*, 247.
- ¹⁹ Nolan, *Phil Hill: Yankee Champion*, 189.
- ²⁰ For details of von Trips see Cannell, *The Limit*, 95-125.
- ²¹ Ibid., 95- 119.
- ²² Ibid., 119-122.
- ²³ Ibid., 159.
- ²⁴ Ibid., 162, 163.
- ²⁵ Ibid., 196-198.
- ²⁶ Nolan, *Phil Hill: Yankee Champion*, 120-123.
- ²⁷ Cannell, *The Limit*, 198.
- ²⁸ Ibid., 204, 206, 207.
- ²⁹ Nolan, *Phil Hill: Yankee Champion*, 178, 179.
- ³⁰ Cannell, *The Limit*, 228.
- ³¹ Ibid., 230.
- ³² Nolan, *Phil Hill: Yankee Champion*, 181, 182.
- ³³ Ibid., 188-190.
- ³⁴ Cannell, *The Limit*, 236.
- ³⁵ Nolan, *Phil Hill: Yankee Champion*, 190-193.
- ³⁶ For details of this race see Ibid., 193-196.
- ³⁷ For details of this race see Ibid., 197-200.
- ³⁸ For details of this race see Ibid., 200-205.
- ³⁹ Ibid., 206.
- ⁴⁰ Cannell, *The Limit*, 271.

⁴¹ Ibid.

⁴² Nolan, *Phil Hill: Yankee Champion*, 207.

⁴³ Ibid., 208

⁴⁴ Ibid., 209

⁴⁵ Ibid., 210.

⁴⁶ Ibid.

⁴⁷ Ibid., 211, 212.

⁴⁸ Ibid., 216.

⁴⁹ Ibid., 219.

⁵⁰ For details of the Ferrari 250 GT cars see Jess G. Pourret, *The Ferrari Legend: 250 GT Competition* (New York 1977).

⁵¹ For details of the 2.6 AC Ace and the development of the Cobra see John McLellan, *AC and Cobra* (Wisconsin 1982).