

Villoresi followed by Varzi in the circuit of the Palermo forest.

lap, with a difference of just one second in favour of Villoresi. Behind was Oscar Gálvez (Alfa Romeo) who started out in the lead to the great delight of everyone present, but who had to retire a few laps later. In the second race, in Rosario, the winner was Varzi.

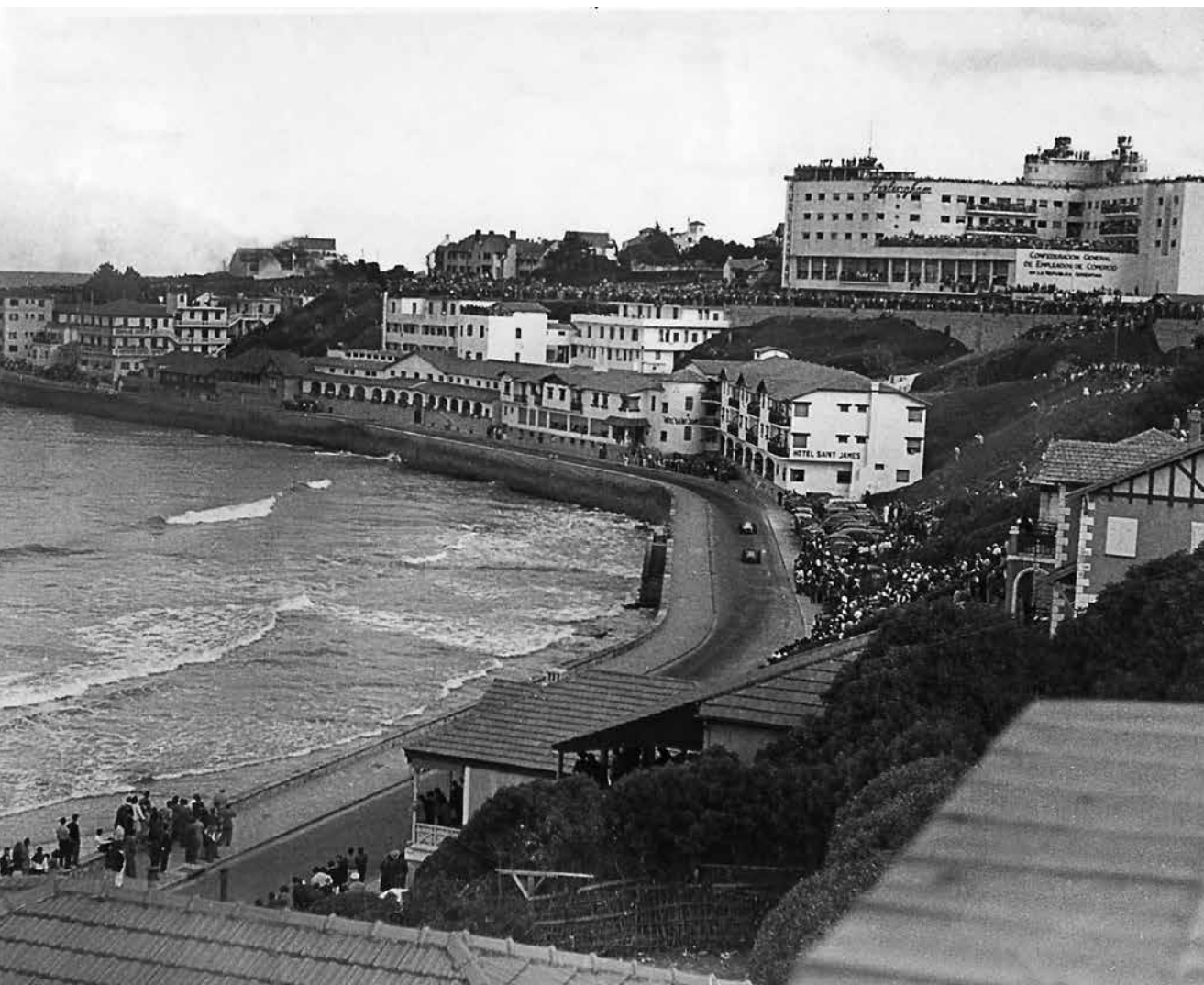
The retired Argentinian Carlos Arzani then chose the Palermo forests and the Mar del Plata circuits to join the

international season of 1948. The Palermo was a circuit with roundabouts and many types of closed and open curves. The Mar del Plata was designed as a circuit of about four kilometres in the area of El Torreón, bordering the Atlantic Ocean in two places, with tunnels, ascents and descents, and with the atmosphere of Monte Carlo. No fewer than 200,000 people travelled to see these races. For this season

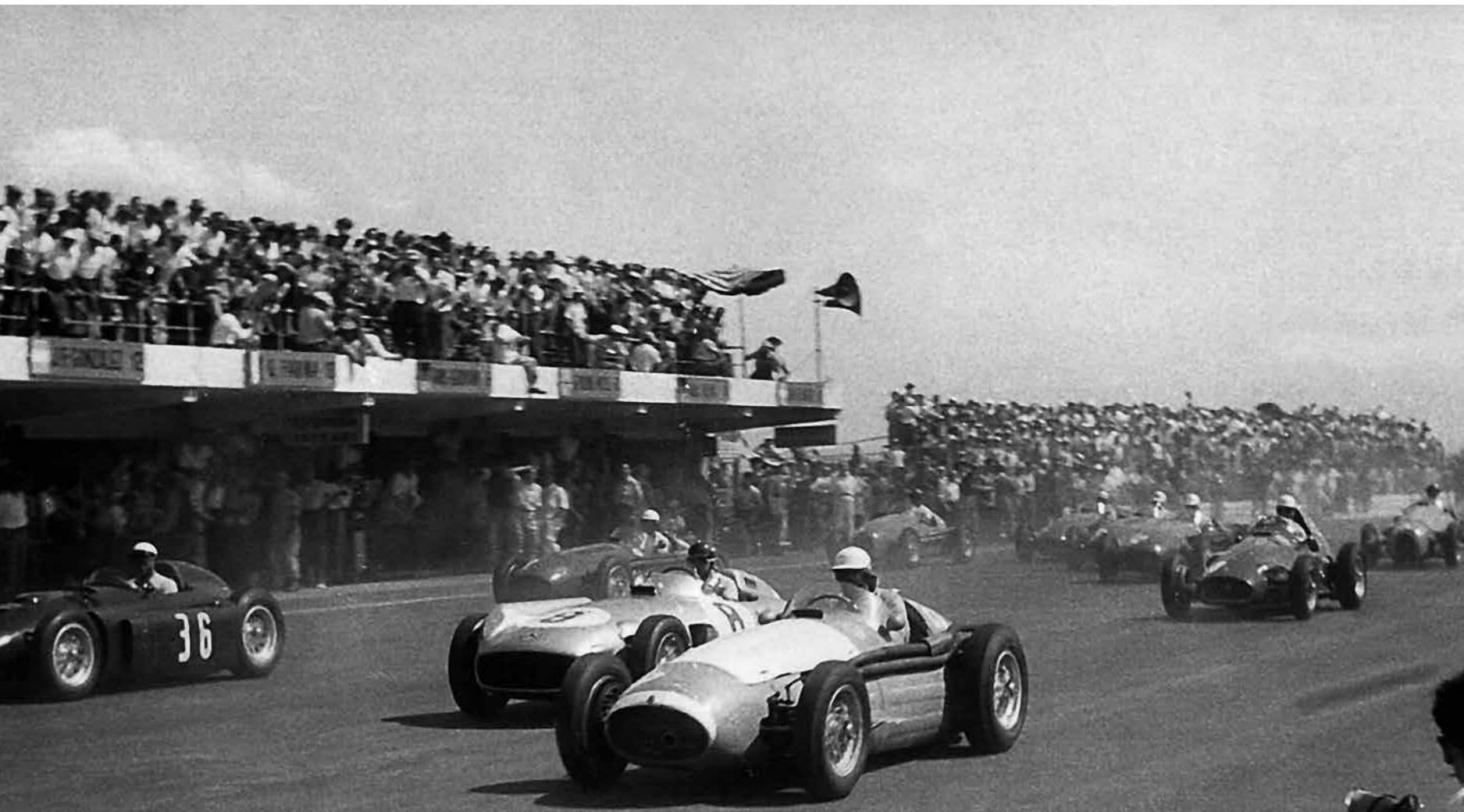


1948 – I Gran Premio
Internacional San Martín –
Mar del Plata

The start at the top of the
circuit with Villoresi, Farina
and Wimille in the front
row.



Shades of Monaco. A panoramic
view of the Torreon circuit. More
than 2000 people watched the
race.



At the start Harry Schell with the Maserati 250F, Hans Herrmann with the Mercedes W196, and Eugenio Castellotti with a Lancia D50.

Juan Manuel Fangio's career was populated by a series of spectacular wins due to his driving ability, but here his physical strength enabled him to travel the entire race, even though there was a registered temperature of 55 degrees centigrade on the track surface! Only Fangio and Mieres could complete the course without rest or a change. In other teams the drivers had to alternate stints in the cars.

The second 1000km race had been proposed only a few months earlier, so several teams had no time to prepare

their cars. Only Ferrari and Gordini were present with official teams. To populate the grid with cars, there were 30 Argentinian historic Turismo Carrera type cars.

The great candidate to win was the Ferrari 375 from the factory team, driven by the recent Le Mans race winners González and Trintignant. Maglioli/Bucci completed the team with a three-litre-engined car. The other drivers of these cars were the Argentine Enrique Díaz Sáenz Valiente and José María Ibáñez with the Ferrari 375 Plus, which had a five-litre engine.



Fangio chasing Menditeguy with the Maserati, who had a lead of 30 seconds, but just when he seemed to be a sure winner, he spun off the road and had to retire.

Froilán González at speed with the Maserati 250F. He retired on lap 24 with engine problems.





Detail work being carried out on this Ferrari just before the start.

Maserati had to return to the pits with insoluble differential problems, which forced it to retire.

Following the withdrawal of the leading Maserati, the Ferraris driven by Gregory, Perdisa, Castellotti and Musso took over in the leading positions. Moss took over the wheel of the Behra/Menditeguy Maserati, which was in third place, and began chasing the leaders, soon reaching and passing Castellotti into second place, but not able to reach the top spot. Eventually, the winner was the 3.5-litre Ferrari of Gregory/Castellotti/Musso. The Jaguar D-Type of Sanderson/Mieres was placed fourth, three laps down.

The close of the 1957 season came with the Buenos Aires Grand Prix, which was a Formula Libre race, and run in two heats of 30 laps each, the final result being the total of times on both races. It was held on Circuit Number 2 of the 17 de Octubre racetrack.

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Roberto Mieres with the Jaguar D-type of the Ecurie Ecosse.