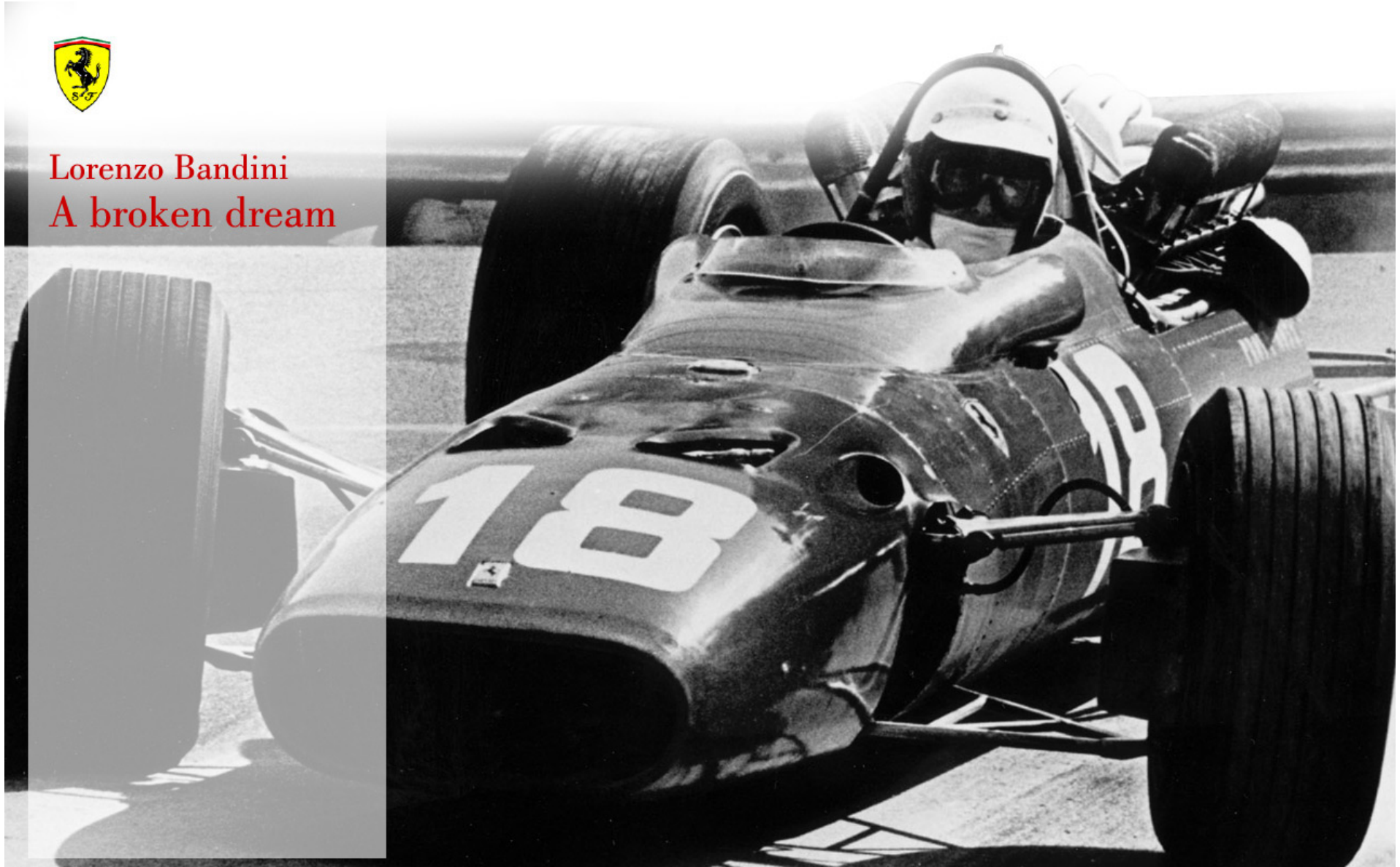




Lorenzo Bandini  
A broken dream





1962 - Lorenzo Bandini, the official driver of the Scuderia Ferrari.

Sunday, 7th May 1967 was the 25th time that the Monaco GP was held. The only race of the Formula One championship held on a street course. The conditions of this track are probably more adapted for a Rally than for a velocity race: pavements instead of curbs, the covers on the tarmac, protection set up with hay bails in the harbour area and the bollards lining the streets are the ingredients of one of the most difficult and demanding GPs ever. But during these days the world did not pay much attention to such details; the important thing was that there was a stretch of tarmac on which the cars could run against each other; the more demanding the track was, the better the drivers could show off their own and their car's

value. Certainly Monaco is not the only demanding race track, just think of the terrible Nürburgring with its 22,835 metres or the incredibly fast track at Monza, where the cars average speeds of over 230 km/h during a lap. In Monte Carlo it's not only about the sporting event, it's also about being part of the society; because in occasion of the Grand Prix, noblemen, business people, actors and actresses and numerous VIPs come to the Cote d'Azur to admire the cars and the drivers, but also and maybe even foremost to be photographed and filmed by the journalists present at the race. This is the scenario when 16 race cars are standing on the main straight in front of Prince Rainieri and Princess Grace, waiting for the race,

which was about to become a drama, to be started. In front of everybody there is Jack Brabham with his car carrying his name and fitted with a Repco engine. In the end this is an efficient combination, as on this winding race track a car with a less powerful engine is more manageable than a car with an engine, which usually convinces with its horsepower.

Next to the Australian there is a Ferrari 312, registered with the code 606/F1-0001 in the official books of the company from Maranello. This car is pure performance: its 12 cylinder V60° engine generates 390 BHP at 10,000 rpm,

which is, compared to the other cars of this time, an incredibly high rotation rate and which the engineer Mauro Forghieri had made possible in the tradition of Ferrari, asking for high performing cars. On high-speed tracks the 312 F1 is incredibly fast, while the whole potential of all its horse power can only be used completely on a straight. To tame this Prancing Horse is the job of a 31-year-old Italian named Lorenzo Bandini. His incredible sense for driving enabled him to gain the second spot in the first row on the grid, nevertheless his car had bad grip during the sessions starting on Thursday, as Forghieri said after the race, and an accident in the Mirabeu corner, which required the mechanics from Ferrari, lead by Giulio Borsari, to rebuild

the whole front of the 312 No. 18. Lorenzo is known as an expert for races on streets tracks: he won the Mille Miglia in the year 1958 (category 2000 Gran Turismo behind the wheel of a Lancia Appia), the Targa Florio in the year 1965 and last but not least the 24 Hours of Daytona in February 1967; so the driver from Emilia-Romagna is perfectly comfortable with the thousands of dangers waiting on the track of Monte Carlo and starts with a single aim: winning the race. In the second row there's "Big" John Surtees, his former teammate, with Honda and Dennis Hulme, further back there are Jim Clark and Jackie Stewart. In the Ferrari pits there is

also Ludovico Scarfiotti following the race, which seems to be an insignificant detail, but which causes a certain uneasiness for Lorenzo....

There are many reasons why Bandini wants to win the race; reasons, which can be found in his youth, when young Lorenzo has to hide with his family in Reggio during the years of the Second World War; after the war he goes to a professional introduction school and later starts to work for the motorbike mechanic Elico Millenotti, where he discovers his passion for engines and develops a special knowledge of mechanics and love for engines, which makes him so special for Enzo



Le Mans, 16th June 1963 - Lodovico Scarfiotti and Lorenzo Bandini, winners of the 24-hour-race.



Le Mans, 20th June 1964 - Technical Director Forghieri talking to Bandini and Surtees. They come in 3rd behind the wheel of a 330 P.

Ferrari: “He was a mechanic,” says Giulio Borsari, “he was reasoning and speaking to the engine and the car he was driving.” Lorenzo Bandini is a boy who came from nothing and for whom his work is the *raison d’être*. He confronts the races “with a maximum of seriousness” as Forghieri says many years later. His road to Formula One with Ferrari was very long; and he is redeemed for the hard life he had to live; losing his father and moving from one place to the other; from Libya to Emilia-Romagna to Milan, where he finally stays in the year 1950, when the mechanic for whom he works, Goliardo Freddi, father of Margherita



Nürburgring, 1st August 1965 - Bandini in the cockpit of the 158 F1.



Madonie Circuit, 8th May 1966 - Bandini in full speed at the Targa Florio with the 330 P3.

who was to become his wife, launched him into the world of competitive racing by lending him a Fiat 1100. Those are years of sacrifice and misery; living alone in a big city, away from his loved ones and short on cash. Thanks to his new family Bandini starts for the first time in the year 1956 in a car race at Castell’Arquato – Vernasca coming in 14th but gaining a lot of experience. He gains his first victory in his third race, the Lessolo-Alice, and thanks to a new partnership with Freddi, he is also able to get a new car: a Fiat 8V 2000, for which he decides with Margherita to postpone the wedding.

During the years 1958 and 1959 he has the possibility to show his talent and gain the title of official driver in a team. Thanks to the victory in the Mille Miglia and other prestigious results, such as fourth in the Monte Carlo Junior GP and fifth in the Pau GP, he signs a contract with Stanguellini in the year 1960, which enables him to win the Cuba GP of Liberty and the Junior Cup in Monza. Bandini’s career seems to be in decline when Ferrari decides for the year 1961 to give one of his Formula One racing cars to a young Italian talent; but the Commendatore picks Giancarlo Baghetti and not Lorenzo. Although Bandini still has a contract with Mimmo Dei’s Scuderia Centro-Sud, which enables him to race a Cooper Maserati 1100; right at

his debut in Formula One Bandini gains a third place with this car at the Pau GP, behind Jim Clark and Joakime Bonnier, both driving a Lotus Climax; shortly after he gains another third position, this time at the Monaco GP. His masterpiece comes at the 4 Hours of Pescara, together with Giorgio Scarlatti, behind the wheel of a Ferrari 250 Testa Rossa 3 litres: this victory finally convinces Enzo Ferrari to let him drive in the year 1962; but not for the Formula One team, but for the Constructors' World Championship; thus for Bandini Formula One with Ferrari remains a dream, although he takes part in the races with cars from Cooper and BRM – and some sporadic appearance with a car in red - in the years 1962 and 1963.

In 1963 there is not much satisfaction for Bandini in Formula One, although the driver from Reggiolo manages to become one of the big shots, thanks to his results in the Constructors' Championship and the victory at the 24 Hours of Le Mans, where he wins together with Ludovico Scarfiotti. Bandini gains victory also at the Targa Florio, at Clermont Ferrand, at Brands Hatch and at the Enna GP. Lorenzo is now one of the stars in motor racing and the main driver for Ferrari in the Sport-Prototype category. If from outside it seems that he reached his goal, inside his mind he still has one goal to achieve, Formula One.



Monte Carlo, 22nd May 1966 - Bandini on the winding roads of the Principality.

After getting married to Margherita in winter 1964, Bandini's position inside Ferrari is consolidated, so that this can be called his first official year as a driver for the House from Maranello in Formula One. He gains some impressive results, but the most important one is his first victory in a GP, which is part of the Championship. On 23rd August he wins the race at the fast track of Zeltweg, a victory, which is even more important, considering that after half the race the front suspension of the 156 F1-63 completely stopped working. Bandini fundamentally contributes to Surtees' victory in the championship, who by then is his teammate at the Scuderia. It is a

passionate season, when Surtees wins with just one point ahead of Graham Hill, thanks to his second place in Mexico, the last race of the season, when Bandini hands over the second position to the British driver. There are no orders from the pitlane, because there is no time, everything happens on the last lap: Bandini notices that his teammate could work his way up to third position in the field and on the main straight he lets him pass and enables him to gain the title, with an over-excited Enzo Ferrari. It is a happy year for the Prancing Horse, also thanks to Bandini, who wins the Constructor's Championship in the Sport-Prototype category.

The following years, 1965 and 1966, are quite bitter: amongst the few satisfactions of these years is the victory at the Targa Florio (1965) and some positions in Formula One – third at Spa and second at Monaco (1966). After a good start into the season, many retirements follow, which lead to a ninth place in the championship by the end of the year. But also during these difficult moments, Bandini shows who he really is: a professional driver in love with his work and the cars, gifted with inventiveness and experience. At Reims the accelerator's cable - which commands the horizontally mounted V12 with 3000 cc -

breaks; Lorenzo stops, has a look, salvages a wire and is able to cross the line at the end of the race – an exemplary behaviour, which makes him so admired by Enzo Ferrari, who loves to hand over his “creatures” to drivers who respect them.



Monza, 4th September 1966 – Bandini (n.2) drives into the Parabolica ahead of the pack.



Watkins Glen, 2nd October 1966 – Bandini's 312 F1 (n.9) drives off at the start of the race.



Daytona, 5th February 1967 - Bandini, together with Amon, wins the 24-hours-race with the 330 P4.



Monza, 25th April 1967 - Bandini joking with Parkes during the 1,000-kilometre-race, which he wins together with Amon.

In the year 1967 Bandini is the Commendatore's preferred driver, next to Amon, Parkes and Scarfiotti. The Scuderia declines to take part in the first GP of the season, which is held 2nd January in South Africa, to be prepared the best way possible. So the Scuderia starts its season in February at the 24 Hours of Daytona: an incredible success with the two new 330 P4 and the 412 P, with Bandini/Amon, Parkes/Scarfiotti and P.Rodriguez/Guichet respectively, coming down the main straight and crossing the line. This is one of the most beautiful moments in the

history of Ferrari, with a success at the home race of its main rival Ford. This magic moment continues with another victory at the "1,000 Kilometres of Monza" with the couple Bandini/Amon and a second position with Scarfiotti/Parkes, crossing the line ahead of the fierce competitors from Porsche and Chaparrall. At this point the most important appointment for Bandini is up on the agenda: it is time to concentrate on the Formula One; a goal, which the champion now cannot miss anymore. To gain the title in the highest racing series is now the most important thing for Lorenzo; he is the first official driver for Ferrari, a position,

which is given to the drivers at every race, or the Commendatore names someone else for the prestigious role to be the driver of the Scuderia.

Under the sunny skies of Monte Carlo the green flag for the start of the race is held by the great former driver from Monaco, Louis Chiron. Bandini has a brilliant start; his eyes reflect the concentration and the calm of someone who knows he can win; just one little thing crosses his mind for a second, a doubt that enters his head: what has Scarfiotti to do here? I am the owner of the driving seat in Formula One. After the first lap Bandini is already one and a half seconds ahead, but during the second lap the

unforeseen happens: the powerful and angry 312 slips on some oil, lost by the Brabham engine and Lorenzo spins his car; Hulme and Stewart manage to pass the Ferrari and Bandini manages to pick up his race just in front of Surtees, Gurney, McLaren and Clark. Thus the race to catch up to the New Zealander starts for Bandini, while he is just 7.6 seconds back on lap 61. Between Lorenzo and the man in front of the field there are just Pedro Rodriguez and Graham Hill. Bandini can pass the Mexican without any problems, but Hill is much harder to get, as he maybe remembers what Bandini has done to him in 1964, when he denied him the title. Bandini needs two laps to finally pass Hill and in lap 80

Hulme is already 20 seconds ahead – it seems that this is it. But Bandini does not give up, although at the pitlane the positions are shown with Bandini 2nd and Amon 3rd. His race rhythm is still extremely high, too high. In lap 82 his car comes out of the tunnel with an open throttle and he comes near the harbour chicane, where he has to slow down; Lorenzo put in the third gear, but his car is out of control and crashes into a bollard. The car flips over and bursts into flames, which are nurtured by the fuel on the hay, which is meant to protect in case of impacts. The fire engine arrives too late and it takes more than three minutes to extinguish the fire. Some thought that Bandini might have been able to jump out

of the car into the sea; but as the fire is out the truth can be seen and Lorenzo, fighting for his life, is extracted from the car; he is still breathing, although in pain, and he is still conscious. He dies three days later in hospital.

A star is switched off, 365 days after a terrible accident at the Targa Florio, which he survived without harm. Bandini dies at the climax of his career, missing the right entrance into a corner on the track he loved most. Ferrari, his family and his friends lose a person, who was able to realize his own dreams, although in the beginning no one would have put his money on the success of this man, except he himself.



Monza, 25th April 1967 – The crowd celebrating Bandini's and Amon's victory at the 1,000-kilometre-race.



Monte Carlo, 6th May 1967 - Lorenzo Bandini during the free practice session before his last race.

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