

# JADE MINIATURES

Place de l'église  
42560 - GUMIÈRES  
☎ : (0)4 77 76 59 94

SIRET 421 097 049 00025  
R.M. 421097049 422 - NAF 365 Z



Pour l'Histoire de la Course  
Automobile

JADE  
MINIATURES

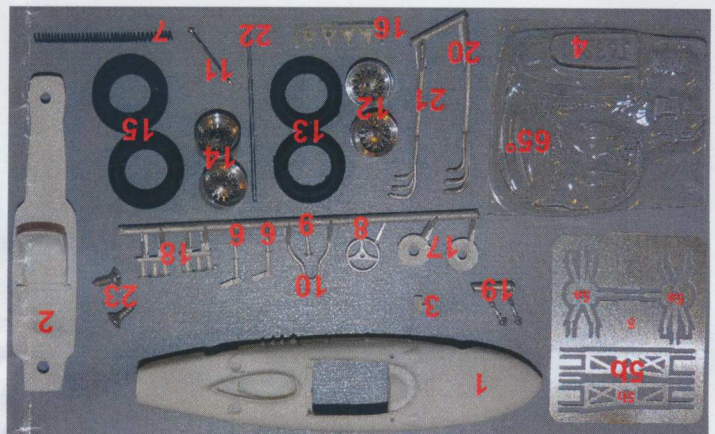
For the History of  
Motor Racing



[contact@jademiniautres.com](mailto:contact@jademiniautres.com)

<http://www.jademiniautres.com>

## J43100 - FERRARI 156 65° « Sharknose » F1 - Giancarlo Baghetti 1961



1 Carrosserie - body : rouge - red

2 Plancher : aluminium ; siège - seat : cuir - leather

3 Prise d'air cockpit (Reims)

4 Pare-brise et caches admission

### 5 : Suspensions photo découpées

5a Front suspensions avant

24 non photographié : échappements longs - not on the pic : long exhausts to replace the short ones

Maquette : Patrick CORNU & Jean DAMON - Moulage : AXEL R

Syracuse : fraisier 2 prises d'air sur le nez - Syracuse : drill 2 air intakes on the front bonnet nose

↳ Victoire à Syracuse



↳ Essais à Reims



↳ Victoire à Reims



## VOITURE MINATURE DE COLLECTION - MODEL CAR FOR COLLECTORS

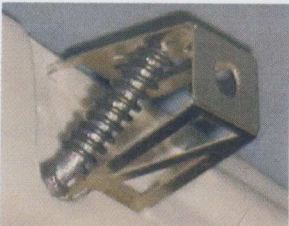
Modèle artisanal fabriqué à la main en France - handmade in France

Ne convient pas aux enfants de moins de 14 ans - Not suitable for children under 14

JADE MINIATURES : des kits simples à monter favorisant les formes extérieures des modèles ;

JADE MINIATURES : easy to build kits that focus on the exterior of the models.

↳ Rear suspension AR



↳ Front suspension AV

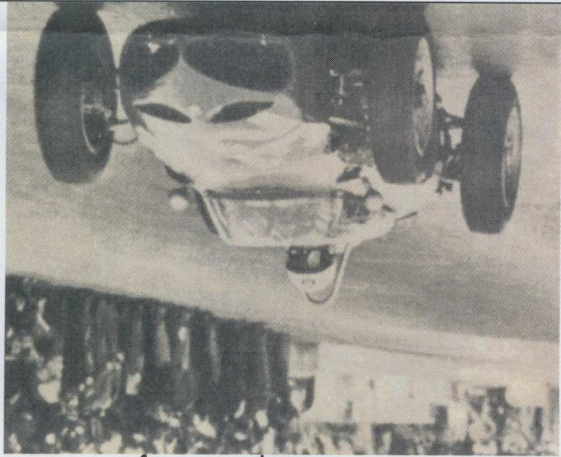


# Ferrari 156 65° Giancarlo BAGHETTI 1961

Il est le seul à avoir gagné ses trois premières courses de F1 (Syracuse, Naples et l'ACF) et à avoir remporté son premier GP de Championnat, à Reims (hormis Nino FARINA, vainqueur du 1950 GB GP, LE premier GP de Championnat !)



↑ Vainqueur à Syracuse devant la Porsche de Dan Gurney – Siracusa winner ↑



↓ Essais du GP de l'ACF à Reims ↓



Vainqueur à Reims devant la ... Porsche de Dan Gurney



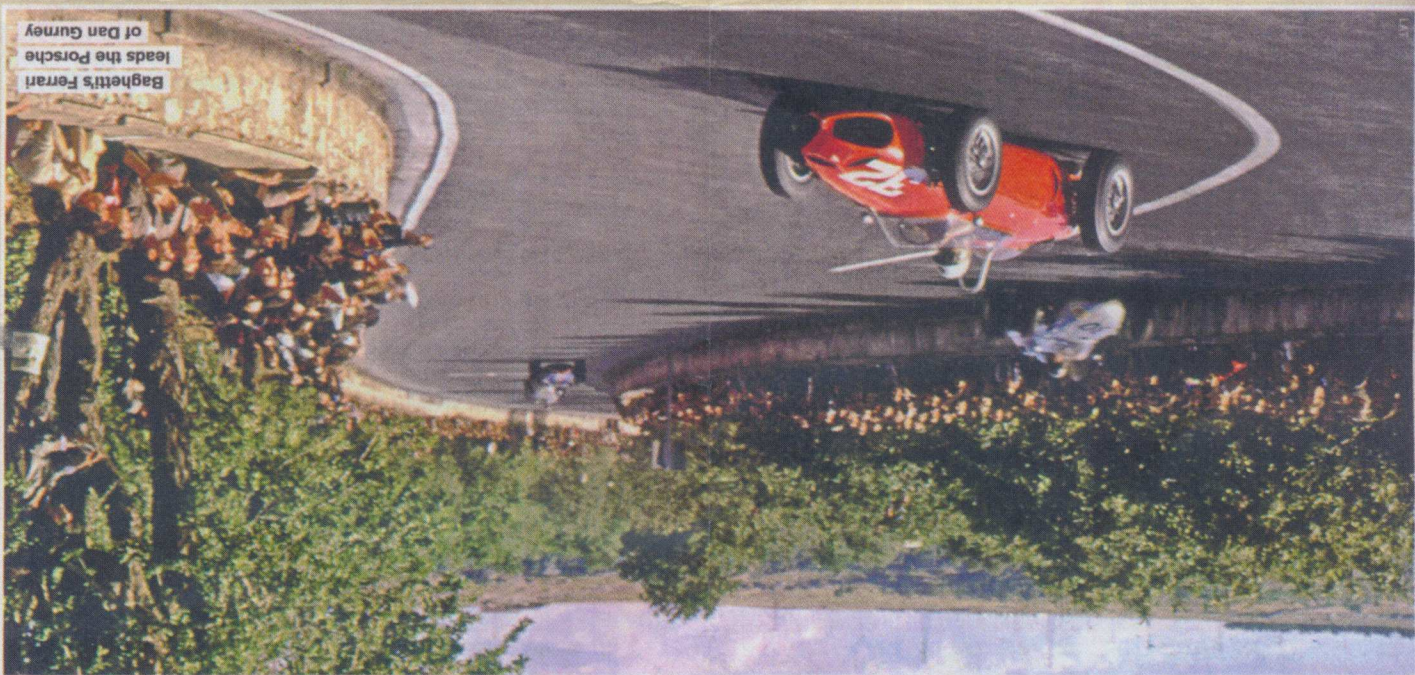
Winner at Reims in front of Gurney

NB : Nous étions à Reims ce jour-là, pour la première fois spectateur d'un GP de F1 - I was at Reims this famous day, for the first time as a spectator

# Giancarlo Baghetti

"Mr Ferrari just said, 'Bravo Baghetti'. There was no excitement"

■ Syracuse Grand Prix ■ April 25, 1961 ■ Ferrari Dino 156 ■ Victory first time out in Formula 1



Baghetti's Ferrari leads the Porsche of Dan Gurney

## I WENT TO SYRACUSE A WEEK

before the race and found that the circuit was through the town. I rented a car and began to learn the way round. It was very dangerous, with houses, walls and telegraph poles — there were no guardrails in those days!

My Ferrari arrived with three mechanics and Romolo Tavoni as

team manager. I soon got the hang of things and when practice was over

I was second fastest, my time of

1m57.0s beaten only by Dan Gurney

in the Porsche, who did 1m56.8s.

For me, this was incredible. I was

faster than Moss, Surtees, Brabham,

Hill, Salvadori, Clark, Bonnier — all

my heroes. Suddenly here I was on

the front row of the grid for my first

grand prix with most of them behind

me. Fantastic!

When we lined up for the start I

was very nervous, thinking, 'after

you, Mr Moss, after you, Mr Gurney,

The official starter was Signor

Castagnetto, one of the founders of

the Mille Miglia. He was a very old

## Profile



## GIANCARLO BAGHETTI MADE

his name in Formula Junior in 1960. He landed a Ferrari race deal for '61 via the Federazione Italiana Scuderie Automobilistiche talent scheme. His career never really recovered after a disastrous '62 season — he raced for ATS, Scuderia Centro Sud, and once for Brabham and Lotus, until 1967. He retired to pursue photo-journalism and died, aged 60, in November 1995.

but quickly began to overtake cars in front. After three laps I was in fourth, behind Surtees's Cooper and the Porsches of Gurney and Bonnier. On lap six I overtook them all and crossed the line in the lead, with all the spectators cheering like crazy! But there were still 50 laps to go and although the Ferrari was faster on the straights, the Porsches could catch

man and dropped the flag in a half-hearted way, so most of us hesitated, except Surtees who led. My nerves disappeared and my heroes were just men I had to beat. I made a bad start and when I got to the first corner I braked too hard and skidded. I thought that was the end of my drive for Ferrari!

I finished the first lap in seventh

me up in the corners. Surtees then retired and Bonnier dropped back, so I only had Gurney to worry about. We had a great race and I learned a lot from him until, finally, I pulled out a lead of about five seconds that I held until the end. I got a fantastic reception as I took the chequered flag — an Italian wins a grand prix. My first, too!

I made headlines in the papers, but when I went to see Mr Ferrari in Modena he just said, "Bravo, Baghetti". There was no excitement. Two weeks later I raced the Ferrari again at Naples and won that also, but there was no real opposition, as it was the same day as the Monaco GP. Then I had to wait until the French GP at Reims and I won that, too!

That was a bigger success because it was my first world championship race. It was a great win, of course, but it was my third grand prix win in

succession, so emotionally Syracuse was bigger. There's nothing like the

first time!

First published December 20-27, 1990

