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# Ferrari 312B: Where the Revolution Begins

By Unknown

I'd be lying if I said that  
I persuaded 'il Commendatore' Ferrari.  
Because I think he came  
to the same conclusion himself.  
But as he was asking me questions,  
I said  
'I think it's time  
to turn the page a little.'  
I said that at the end of '68.  
And he asked me what I wanted to do.  
It was the car during the period  
when Ferrari became big  
and it was the car  
that changed everything.  
It was a year of transition;  
full of vitality, full of personalities.  
There was an energy in the air.  
This sparked off changes in the sport and  
a renewed sense of purpose.  
In short, it was a very intense  
championship  
featuring many races and stars.  
There was Ickx returning to Ferrari.  
There was Rindt,  
the god of counter-steering.  
There were Pedro Rodriguez and  
Jackie Stewart, the world champion  
and Jack Brabham, a driver  
who seemed to hail from another time.  
What's the story of this one?  
That's the original model of the car.  
This is the 70?  
- Yes.  
And this would be at risk of breaking?  
Yes, this is not usable.  
You'd be well advised to make new ones.  
It depends on the risk  
you want to take.  
Formula 1 is risky.  
But no one says,  
'I take a risk at that level'.  
It's the ignorance...  
- And the suspension arms...  
Wheels, brakes, all the parts

of the four corners of the car.  
When you design these suspensions  
it happens that you get  
a number of cases  
of cars going off the track, etc...  
So you had the wishbones  
and the links bent.  
It was a way of acquiring experience.  
- Of getting experience.  
The 312B is part of my life.  
It was one of the first  
things I became fascinated with as a child  
when I first got interested  
in the world of racing.  
It was an unattainable object to me  
because it was driven  
by racing drivers  
and for me the racing driver  
was a mythological figure.  
As a child you go,  
'It's impossible'.  
I'm dreaming of doing it,  
but that's what it is, a dream.  
Then, having met Mauro Forghieri,  
the man who created the car  
the feeling became something else  
because I told him  
'Mauro, if you're in, we take the car,  
and we fix it.'  
It's been a surprise to me  
because I told him,  
'I'm very happy to do it'.  
In that moment I saw  
the possibility for the dream  
to become something else,  
to turn into a project.  
What Paolo had offered me  
was a bit like a rebirth.  
I'd come back into the world of Formula 1  
from a secondary entrance.  
But it was like getting back  
into battle.  
The car was stripped  
of all its parts.

The restoration of the 31251  
was without doubt a very complex thing.  
It's all used up, though, I see.  
I can say that the 312B1 is still  
one of the few Ferraris from back then  
that was exclusively the product of  
a pencil and a drawing board.  
So I used my recollections of the car  
my recollections of the engine...  
One of the most beautiful things  
when restoring a historic car  
that used to be so successful  
is to see a machine  
go back on the very path  
that started it all those years ago.  
Paolo has had a decent racing career.  
So we set up a programme  
for him to do a few test runs  
because he's thinking of returning to race  
in the Historic Grand Prix  
of Monaco.  
My hope for Monaco  
is to drive a car...  
to experience those feelings  
in a Ferrari  
let the engine roar  
through those streets.  
I met Stefano  
at the Paris-Dakar Rally in 2001.  
I had decided to do it together  
with two friends in a truck.  
Ten days into the race  
our front axle broke  
and the truck was sinking into the sand.  
Stefano passed by and gave us a tow.  
A year later,  
we fixed up the same truck  
and I went with him, and this time  
I finished the Paris-Dakar Rally.  
He's an old-fashioned mechanic.  
He's using old-style methods,  
let's say.  
With Stefano we gradually established  
what needed doing.

We started looking for the structures  
that would help us  
achieve what we wanted to build.  
So how did you get on  
with the pressure ratio?  
How did I...?  
- We have measured it!  
Because for example  
I can tell you that...  
Here are some edges, let us...  
A little more?  
- Yes.  
We already smoothed them,  
but we can do better.  
Because it gets hot.  
We need to check  
that the engine fits  
in those according to the findings of 30...  
How many years?  
I do not remember.  
45, 46 years ago.  
We should already have tested  
the engine back in early December.  
We are a month behind  
due to a number of things.  
Enzo Ferrari had always been  
a fan of the 12-cylinder.  
There is a separate legend  
surrounding Forghieri  
parallel to that of Ferrari.  
I think he was the perfect interpreter  
of Ferrari's philosophy.  
I would say that with engineer  
Forghieri in Germany  
we were able to start a car  
that was a 12-cylinder  
as a 10-cylinder.  
We closed the holes where  
the oil pressure was higher  
for those who know something  
of mechanics, with toothpicks.  
On the cup below the engine  
that was cracked and half opened  
we put some Sellotape, some cardboard

to keep the oil inside.  
We did about a thousand metres  
at the start  
but we managed to secure  
a signing.  
Forghieri was someone with  
a thousand ideas, a thousand solutions  
when something happened  
he had a thousand ideas  
then afterwards he would realise that maybe  
another idea would have been better  
but that's the benefit of hindsight...  
Mauro lived through very dangerous times.  
There was the danger of fire.  
The machines were not as robust  
as they are today.  
Yet the next day  
they had to race again.  
It took along time to rebuild  
those cars in the correct way.  
They were not built using  
pre-existing equipment  
like moulds and things like that.  
You could say they were built  
using a tape measure and hammer.  
Good morning, Ilaria!  
- Hello, how are you?  
You always come over when it's raining.  
I left with the snow  
and you with the rain.  
I am more satisfied now  
than when I had my hands on it.  
When you called me and you made me  
feel the vibration, I was moved.  
And you can feel it, you know?  
The engine that vibrates  
underneath seems alive.  
There is a wire marked red.  
- Yes.  
I think that it indicates the signal.  
Let's ask.  
Yes, to make sure.  
But it's on the diagram.  
Is it on the diagram?

- It should be on there.  
Let me take a look.  
If we have doubts...  
It's on there, right?  
The signal...  
- There's the earth.  
It is indeed the signal.  
Wait, let's try something.  
Let's start the rev counter  
so we can see if...  
Do the power curve in this situation.  
The less it increases,  
the better the engine.  
Check if the rev counter  
says 10.  
Davide, don't get upset,  
it's him who's increasing the power.  
Yes, don't worry.  
Let's do 10 and 5  
and see what happens.  
It's kicking, eh?  
- Oh, yeah!  
11 and 3, 11 and 4.  
Let's put down the curve  
at this point.  
Should we put it on here?

**Ferrari:**

Chassis, engine, piece by piece,  
with an extraordinary craftsmanship  
an extraordinary dexterity,  
an accuracy...  
For many years there was a rivalry  
between Ferrari  
and the English teams,  
the English mechanics.  
There are some cars  
that leave their mark on a specific time.  
This one certainly did.  
Also in terms of form  
in terms of design and colour.  
A harmony, a grace.  
When I travel back  
to my childhood...

it was a period where the missile,  
the 'rocket' as it was called  
fascinated children.

And this car here had that  
magic of representing a missile.

In those years, in the 70s  
the fact that men

had landed on the moon  
was an extraordinary thing.

Many engineers in the racing world  
had a desire or passion  
for aeronautics.

Aeronautics  
may even have been their childhood dream.

The things that I drew most often  
were aeroplanes.

Equally, the engines  
that attracted me the most  
were aeronautical turbines.

The flat 180 V engine  
originated with Franklin  
who built private planes in America.

And it was Franklin who asked us to build  
an engine that could be inserted in the wing.

We would not have built it so flat  
for Formula 1.

We used the modern techniques  
that came from aeronautics.

Engines like that hadn't existed before.

It doesn't fit, damn.

I wash my hands, and  
have a look as well, come on.

There must be one  
that goes with the wire.

This one's been burnt by the exhaust.

Alright.

The driver who feeds on solitude  
needs an ally.

An ally outside of the track.

You need reassurance  
that someone is there for you.

Stefano is the most important person  
there is.

The driver must have confidence.



You do something quickly  
because the engineer is telling you  
that you're three minutes behind and only  
got three laps left. All of this in a hurry.  
But the driver must trust you.  
And in order to earn the driver's trust  
you can never, never get it wrong.  
The engine was inside the car.  
I think it gets hot in the back.  
They say that  
even Regazzoni felt hot.  
Of course, the water is at 212 F!  
When you look at the design  
it is extreme  
because in the end they used up  
all the space around the man  
that is, they surrounded the man  
with fuel tanks, engines, mechanics.  
Mauro told me that they put  
the fuel inside  
and then used the compressor to send it  
to the tanks under pressure  
to fill that one and this one over here  
and finally closed them  
with the fuel coming out.  
Otherwise it would spill.  
- Yes.  
Damn!  
It took so much fuel!  
Who knows how the driver must have felt!  
I think Paolo Barilla wants to  
look after this car  
a bit like his father,  
who bought works of art  
and put them in a place  
for everyone to see.  
Of those cars  
they only made four original ones.  
They were very demanding cars  
for us as well as Ferrari back then.  
Last time I said I would be a lot happier  
if the gearbox was closed.  
The gearbox... it's closed now.  
I cut some sections...

and after that... we'll wait for  
the flywheel and put it in the car.  
If there weren't all these drawbacks  
if the input shaft was fine,  
the flywheel...  
I would have already finished the car.  
Now I am no longer calm  
otherwise I wouldn't have been here  
at Easter or yesterday. What do you say?  
Because the race is a risk  
for the car.  
Oh well, it was built to race,  
yes, but"  
That's that!  
We brought it back as it was  
originally, all bolts restored,  
the washers...  
I could have put it in all new.  
The 312B, I've seen it come  
into the world.  
Because it came to us  
to what was then called  
the Chassis Department  
the chassis, the body arrived.  
What was then called the chassis,  
now the body.  
We mounted the four groups  
of suspensions  
and there was work to be done.  
I experienced the first time  
it was put on the track.  
The sound of the exhaust was pure music.  
Don't lose that cap!  
I just want to see if it fits!  
Paolo's first go-kart was  
a gift from my mother  
with which he eventually entered  
his first few races.  
Then he bought another one  
with which he won  
the Italian Go-Kart Championship in 1976  
and then in '79 he moved from go-karts  
to Formula Fiat Abarth  
then Formula 3.

He had an almost perfect race.  
Together with his partner Klaus Ludwig  
they won the 24 Hours of Le Mans.  
It was a glorious victory.  
Le Mans especially then  
was considered a historic race  
of global significance.  
It was one of the most important  
events of the year.  
A racing driver is always a racing driver.  
And when he lowers the visor,  
he acts like a racing driver.  
There will be ten and ten.  
There's a lot of people I don't know.  
Let's start it up and do some quick fixes.  
We need to do some laps.  
First we need to get it started.  
Now even the fuel pump...  
We detach this.  
- Yes.  
However, with both of them up.  
- Yes.  
On the first lap,  
I pull this one down.  
No, you need to do it as you're going out.  
- As I'm leaving...  
Because the problem  
is that if you go down to the minimum  
without the fuel pump,  
it switches itself off.  
He wants us to hear it.  
He did it for me and for you.  
So, you're going to put in the return springs  
and use them in the same way as the others.  
I think it's the pedal that stays down.  
We will take a look at it.  
Can I tell you something?  
You have the return springs that  
don't work when you close the throttle.  
I think it's the pedal that stays down.  
No-one has ever used the return  
springs in that position. No-one.  
Shall I go?  
- Go. Connect the pump.

Four?

- OK, go.

Does it stay accelerated?

Then I'll attach the return springs...

Now we have a leak, get out.

However, compared to before

from the little I can tell

it sounds much improved by ear

but it's a different thing

to be inside the car.

Yes, no, it's that you can't drive it.

Let's take off the starter.

I don't know if we can get another lap in  
as the track was booked until 1pm.

We have it until...

- 1pm is now.

Stefano must take a look at the leak.

Davide?

- Tell me.

Come here so you can see it better.

We have to take the gearbox off.

So, Stefano, how is it going?

- The entire car has to be dismantled.

Two laps to hear if

the accelerator is OK?

No, it is not worth it.

I took off the starter

and a glassful of oil came out.

No, we might burn the engine,  
basically.

Let's dismantle the car.

- Alright.

When you assemble a racing car

and put it on the street

it's not a given that it'll all go fine.

There's no guarantee.

You know if we had two years,

the oil seal

would not bother me,

but we have two weeks.

The first half of the championship

is animated by the rivalry

between the Ferrari of Ickx

and the Lotus of Rindt.

On the difficult Monte Carlo circuit  
it is Jochen Rindt  
who gets the victory.  
At the Belgian Grand Prix,  
Ickx must leave the place to Rodriguez  
and in the Netherlands  
Rindt is again first.  
But there is great news  
on the horizon for Ferrari.  
A young talent of motor sports  
is taking his first steps in the paddock.  
Clay became Formula 2  
European champion  
using a car built in Bologna  
by the Pederzani brothers.  
What in your opinion, Mr Pederzani,  
is the future for Clay Regazzoni?  
I think he has all the qualities  
to become one of  
the best drivers in the world.  
Enzo Ferrari liked Clay very much  
because he reminded him of drivers  
that he had loved.  
Regazzoni is a man who speaks little  
who has a nice smile  
and who is above all not  
a piantagrane  
that is to say  
he doesn't cause problems.  
To have a man who was supportive towards  
the mechanics and drank Lambrusco.  
He was almost Italian  
because he was a Swiss from  
Canton Ticino who spoke Italian  
with a natural congeniality.  
Looking back at your life,  
would you say you're satisfied?  
Are you happy, have you, in short,  
reached your goal and your ideals?  
I never had the ambition  
to get into Formula 1.  
Of course today I'm really happy  
and I must say that  
I am doing pretty well.

Regazzoni arrived  
and he was relatively unknown.  
He immediately showed himself  
to be fast  
and in tune with the atmosphere  
of that particular Ferrari.  
I think the best drivers of today  
are Rindt  
then there is Brabham always  
with the first ones, Stewart...  
At the next roundabout,  
take the third exit.  
Stefano!  
You can't give it a telling-off like that!  
You are right.  
- Because the pistons will go to hell.  
The engine can't keep on running,  
give it a little more fuel.  
But he must have fuel, not him.  
It's not a solution.  
Every time you use it  
the piston could seize up.  
Do you know him?  
- Him? No!  
Did he stop on the circuit?  
The battery.  
When I stopped,  
it turned off immediately.  
But the engine can't keep running,  
can't you see, Jesus Christ!  
It is a 12-cylinder. That one is an 8-cylinder  
and keeps running on its own without a problem!  
This one doesn't run  
and neither will it start.  
OK, is it turned off?  
Anyway, a Formula 1 engine  
needs to last!  
The engine isn't right.  
It sounds wrong.  
We must ensure that  
the pedal doesn't go back.  
Turn it off.  
- And it remains accelerated.  
Let's see if changing speed resets it

so we have an idea  
if not, we must try...  
Now go ahead, give it a try...  
- Let's do a trial run.  
Now I put it back as before.  
If it seems OK,  
let it do a few laps  
so we get an idea about the car.  
If it stays accelerated,  
I come back in.  
Yes, because we put it  
as it was before.  
Can I go?  
- Go!  
Maybe there's a problem  
with the mechanical pump  
or with the valve.  
- Not with both, no.  
The valve.  
- The valve  
because there is some dirt  
or something.  
But if he does five laps, we can  
understand what's wrong with the car.  
We can talk about it...  
- Yes.  
You can take a look...  
How is the car handling the track?  
It has a constant understeer.  
I fear that rolls a bit on the rear  
which makes me want to harden  
the rear bar a little.  
Wait, this'll make you laugh.  
I came with this.  
Yes.  
I won't tell you the racket I hear,  
but they forced me to put it in.  
Why?  
- I got this one deaf ear.  
Then we used to work like now.  
- Sure!  
No ear protectors, nothing.  
In acceleration it goes down and when  
I let go, the pressure goes back up.

There is almost definitely something wrong with the carburation.

I don't understand why.

Someone must have made an imperfect carburation.

They were supposed to try this thing, but they didn't.

Why doesn't this pump push?

You do everything

you can to do your best

and you realise that it's impossible.

We should have thought about it.

I blame myself.

I can see that this system doesn't work.

Because if he says...

- Davide?

If he says that the electric petrol pump shoots like this...

I can't hold it with the finger.

- ... not even making one bar!

Excuse me...

- Tell me, Mauro.

Can you see how it's flat? This is one of the reasons why the accelerator keeps blocking.

I don't think so. It's a sheath made out of steel, it can't be crushed.

It's the first time I've seen it done in this manner in this car.

Never seen it done like this in all my life.

OK, but this here...

- It has a seat that...

Look, this is flat.

Mauro, even pliers can't crush the sheath.

Excuse me, try to open the accelerator if you can.

It gets stuck.

- Well then, what can you tell me?

No, Mauro...

- You have to put it underneath!

As soon as I let go, it turns off!

What happened?

There is a big problem.



That carburation problem,  
the accelerator that did not go  
the fuel system that did not work  
has taken out a valve.  
The car does not move anymore.  
The problem is that  
we don't have time.  
We have less than 20 days.  
It's pointless for him to take the cam,  
just send back the engine.  
He must do two cams,  
he already knows what I mean.  
We have to pull it out of the car  
and send it to Novara.  
There's not much time.  
The car does not move anymore.  
Now you're telling me that  
you haven't done those things.  
You did not check valve clearance.  
I told you ten times.  
Excuse me, I just wanted to say that  
at Paul Ricard, we ran out of time.  
We went against the piston,  
that's for sure.  
We are up to our neck in it.  
Yes, I'd even say, we are in deep shit.  
So, I won't say anything anymore  
because we would only lose time.  
I realised that I can't know  
what happened.  
Let's not talk about it anymore.  
Then, you have to mount  
the engine now.

**1:**

Can you tell me if you have oversteer?

Huh?

- Do you have any oversteer?

No, there is...

With stiffer springs you have the impression  
that it is easier to drive.

I have to go to the office.

Stefano, I will send you everything  
he tells me in the car

even while Paolo is driving.  
But he said our work there  
hasn't solved the problem yet.  
Gaetano, look, first and last.  
So if it rains we have to loosen  
the shock absorbers in extension  
front and back.  
It won't rain.  
Did you race with this car  
many times?  
Yes, because cars back then  
lasted a long time.  
We made many changes.  
He, however,  
has completely rebuilt the car  
because he had to remove  
all the pumps.  
He is one of the original drivers  
of the car.  
Do you know what he'll make you do?  
He'll make you drive!  
He'll put a helmet on you.  
Those times are gone.  
All we want is to do well,  
by which I mean, get to race.  
Look, Derek Bell...  
No, but Stefano now says  
that we must be very careful  
because he is starting  
to have other ideas.  
This is the original, sister to the other  
in case you need some spares.  
It took him eight months to build it.  
Now is the time  
for the Series F cars.  
The F1 cars that marked the period  
1966 to 1972.  
They already got down on the track.  
For them the reference time  
is that of Katsuaki Kubota  
already a highlight in the previous  
session in the other series  
here with the Lotus 72, 1971.  
The weather is on the

drivers' side this morning  
but as we know the meteorological conditions  
here in Monaco are often unpredictable.  
After only three laps, qualifying  
sees Katsuaki Kubota in the lead  
followed by Stuart Hall  
and in third place the Ferrari 312B  
driven by Paolo Barilla.  
Until now their timings

**are 1:**

**1:**

**and 1:**

And although these are only  
the first laps of qualifying  
the drivers are already pushing  
themselves to the limit  
to earn the top spots  
on the grid for tomorrow's race.  
Who had problems?  
The Lotus went straight  
at the 'Tabac corner.'  
He was the one  
who was driving fastest.  
He is Japanese, from Kakanui.  
Right now you're just  
five seconds slower than the best.  
But the car is fine if I remove that  
when I'm going fast, because it gives me...  
Cars re-enter the track  
after a short stop  
put in place after an accident by  
Katsuaki Kubota  
whose racing chances are compromised.  
Let's see how the other drivers  
will be able to  
benefit from the exclusion  
of the one who so far proved to be  
the fastest driver on the track.  
Remember that this is one of two  
qualifying sessions today.  
Let's now see the lap

of Paolo Barilla with his 312B.  
If he improves on his time,  
he will take pole position.  
Now the Ferrari is passing the chicane  
and driving towards the Swimming Pool section.  
His lap time doesn't seem to have improved  
after the short pit stop.  
It could be better.  
This completes the first  
of the qualifying sessions for Series F.  
In first position Stuart Hall,  
then Smith-Hilliards Surtees  
followed by Dayton's Brabham,  
Kubota fourth  
and Paolo Barilla in tenth position.  
We'll see if the former Formula 1  
driver improves his time  
and takes the pole  
in the afternoon session.  
When they suspend the session  
and you are there at the pits  
the pump heats up.  
Even if you keep the electric pump on,  
it does not load fuel anymore.  
We must solve the pump problem,  
otherwise the engine doesn't work.  
But the pump hasn't got a problem  
if he keeps the electric pump on.  
So if you leave the battery  
you let the electric pump go  
and the pump cools down.  
It has always been like this,  
it never had this problem!  
We are having some problems.  
We are missing 4cm to the roll-bar.  
But we can't add it,  
we have to saw it from the car.  
Are you kidding me?  
If I were Paolo, I wouldn't race.  
It's raining, guys! It's raining!  
Qualifying might start again  
in a few minutes.  
They won't make it,  
it takes two or three hours of work.

I won't get ready.

Finish...

The second and final  
qualifying session is about to begin  
for Series F that we remember  
includes Formula 1 cars  
dating from the period  
1966 to 1972.

Notably absent from this session  
are Katsuaki Kubota's Lotus 72  
and the Ferrari 312B  
of Paolo Barilla.

Given the sudden weather change,  
cars are equipped with rain tyres  
and it will be difficult for the drivers  
to improve on their earlier times.

But let's see if this final  
qualifying session  
will produce unexpected results.

So the second round of qualifying  
came to an end

leaving the earlier results virtually intact.

Finished?

Paolo has retired.

No, I'm sorry.

I'm sorry too,  
especially for you, Paolo.

The greatest disappointment  
is that the project remains unfinished.

We had all these hopes,

all this work

this joint effort

made by lots of people

and I cannot honour it.

I was sorry for everyone involved,  
especially those people who worked on it.

For me personally I lived it instead

as a great privilege

because to bring

the Ferrari to Monaco

to race it,

is an extraordinary thing.

Because of something stupid,

we missed out on our dream.

It bothered me  
that it was a stupid thing.  
It really did!  
And also the way that everything  
happened in a way  
to get us there to the point  
where we could not do anything else.  
You know, you are disappointed  
for the two years of work  
for the little thing here  
you say... damn!  
Two pumps broke  
within just a few road tests.  
This part here took us  
20 days to make.  
The nice thing was  
that at the end of the race  
in front of the tribunes  
by the Swimming Pool section  
everyone applauded the car!  
That leaves you with a sense  
that what you are doing...  
You always doubt if you're doing  
something important  
if you're only doing it for yourself,  
being selfish  
but if someone can really appreciate it  
then you think it was the right thing to do,  
because this car  
can be a beautiful thing for anyone  
who sees it, lives or feels it.  
What happened wasn't important.  
A Ferrari must express itself.  
It must express itself on the track.  
And a car can express itself  
only at 100% of its possibilities.  
For us it means pushing it to the limit  
in order to make it live  
as it once lived.  
In the second half of the season  
Ferrari and Lotus continue  
to battle until the last turn  
making the tyres screech  
on the asphalt, wheel to wheel.

But despite Ickx managing to reach  
the podium more often  
it is Rindt who wins two more races,  
one after the other.  
And it is in England  
that Regazzoni manages to fully earn  
Enzo Ferrari's trust  
and his place in the team.  
In Hockenheim, just as the flag is lowered,  
Rindt ends up in the field  
but it only takes him one lap to  
regain the second place behind Ickx.  
It is again Rindt  
who crosses the finish line first  
beating Ickx  
by only 7/10 of a second.  
Rindt dominated the middle part  
of the season  
and won four races in a row.  
There was not that perception  
of being able to catch up  
a guy and a car like that,  
it looked like a closed championship.  
But Ferrari had not yet shown  
to be able to keep that pace there.  
Just before the long awaited  
Grand Prix of Italy  
something incredible happens.  
From the beginning,  
this is Ferrari's day.  
Regazzoni dominates on the first lap  
but then Ickx overtakes him  
and takes control.  
The all-Italian temperament  
of engineer Mauro Forghieri  
is an explosive mix.  
The triumph is all Ferrari's.  
With Ickx and Regazzoni recording  
the best lap in the same time.  
Then the Ferrari  
had an extraordinary comeback  
with a first Ferrari double-win  
in Austria  
which was a bit... Austria has always

been an Italian appetizer.  
The Monza Grand Prix  
is a roulette  
because it takes place  
on a high-speed circuit.  
I think our drivers  
know what they have to do.  
They must help each other  
and try to reach the last lap.  
As close to first position  
as possible.  
Jochen Rindt,  
who is almost the world champion  
only needs a few points  
with four races left to go  
in order to become 1970s  
world champion.  
Monza 1970, I was twelve.  
I had two favourite drivers.  
Rindt and Jackie Ickx,  
fighting in that year.  
The feeling for everyone was that  
Rindt had already closed the scores  
because he was in great shape.  
The image was that of a driver  
and a car that were unreachable.  
There was a suspicion  
that it was a dangerous car.  
I remember that it was the first time  
there was an invasion of the track.  
And it was an incredible victory for us.  
The public considered Clay Italian.  
The image of 312B and the image  
of Monza have always been one.  
For that day, for that victory.  
That celebration remains in history.  
So it was a perfect day.  
It was one of the most beautiful  
racing periods of my life.